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號七月四年三十國民華中

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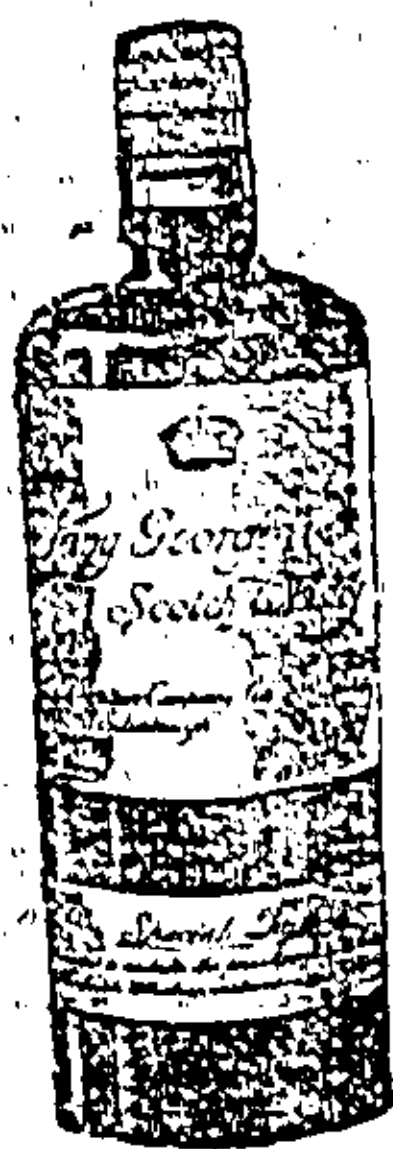
TIME-TABLE

WEEK DAYS.

7.30 a.m.	7.10 a.m.		
7.45 "	8.00 "	every 15 minutes	Stop-
8.00 "	8.20 "	" 10 "	ping.
	8.30 "	" "	Non Stop
	8.37 "		Stopping
	8.47 "		Non Stop
	8.54 "		Stopping
	9.11 "		Non Stop
	9.17 "		Stopping
	9.30 "		Stopping
9.50 a.m.	11.00 "	every 10 minutes	Stop-
11.30 "	12.30 a.m.	" 15 "	ping
	12.40 "		Non Stop
	12.47 "		Stopping
	12.57 "		Non Stop
	1.04 "		Stopping
	1.13 "		Non Stop
	1.20 "		Stopping
1.30 p.m.	4.00 "	every 10 minutes	Stop-
4.30 "	4.20 "	" 15 "	ping
4.50 "	4.30 "	" 19 "	
	6.40 "		Non Stop
	6.47 "		Stopping
	6.57 "		Non Stop
	7.04 "		Stopping
	7.13 "		Non Stop
	7.20 "		Stopping
	7.30 "		Non Stop
	7.37 "		Stopping
	7.47 "		Non Stop
	7.54 "		Stopping
	8.03 "		Non Stop
	8.10 "		Stopping

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OUR LONDON LETTER.
EMPIRE EXHIBITION VISITORS
AND HOTEL ACCOMMODATION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, February 21st.

SCARE-MONGERS AND THE EXHIBITION.

There are times when it seems a pity that there are no means of controlling the "stunt" newspapers. They are always on top near, as a motorist might say. One would suppose after reading many of the effusions published of late about the expected invasion of London next summer by visitors from all parts of the world to the Empire Exhibition that the sensation-mongers wanted to "quench the pitch." An effort has been made to create a scare as to no room being available for the hundreds of thousands of visitors who are expected to be within our gates from the end of April onwards.

As a matter of fact the hotel managers of London have laid their plans most carefully, and in cases where a shortage of accommodation is feared additional bed-rooms have been engaged in the vicinity of their buildings. There has been talk of bringing steamers up the Thames to provide sleeping berths for the Empire Exhibition visitors. It makes an attractive kind of paragraph in the papers, but it is founded on no basis at all. No expedients of this description are likely to be needed for after everything is said and done, London is a big place, and a few hundred thousand visitors will not make much difference to a city of seven million people. The attitude of hotel managers may be expressed in the familiar London vernacular, "Let 'em all come!"

LOCAL OPTION.

The stage was carefully set for the debate on the Welsh Local Option Bill in the House of Commons, but in spite of the strenuous efforts of the teetotalers the measure was defeated on a vote of 120 members by a majority of 28. It is common knowledge that the Local Optionists while crying they are all for democratic methods, and want to let every locality say whether it will go "dry" where alcohol is concerned, are in reality out for Prohibition. Local Option is merely a stepping stone, and as it has proved a costly and disappointing failure in Scotland the attempt was made to force a Bill upon Wales. After Wales it would be the turn of dear old England.

Anyone who has watched the manoeuvres of the teetotalers over a series of years must have quite definitely seen that nothing short of total Prohibition will satisfy them. They are always letting the cat out of the bag, and it happened in the debate over the Welsh Local Option Bill. The measure was not, however, defeated on this account, but for political reasons. The Labour party are no more in favour of meddling with the working man's beer than Conservatives or Liberals were when in power. The average Labour M.P., like the average Conservative M.P., knows very well that any vote he gives in favour of further restrictions on the sale of alcohol is bound to offend more of his constituents than it will please. And being a member of fact person with a natural desire to keep his seat in Parliament he votes accordingly.

A HAPPY THOUGHT.

There are just now fifty lucky and very happy lads, who are being selected by the Young Australia League to come over to London on a visit to the British Empire Exhibition. The programme mapped out on their behalf is most attractive. It is in the hands of a Committee of influential Australians in London. The young visitors are to be shown, in addition to the Exhibition, places of interest round London. They are to be guests at the Football Cup final at Wembley. They will be taken to the Derby, to the tennis tournaments at Wimbledon, and some of the classic matches at Lords. This is an excellent itinerary for the young Australians, but it does not end there, as a number of Australian business men are planning a series of visits to provincial centres, including Manchester and Liverpool. One can even see the whole heyday of Australia clamouring to be selected for the trip to England.

THE PRINCE'S ACCIDENT.

I hear that it is understood by those in close attendance on the Court that the Prince of Wales has been severely taken to task by his Royal parents over his recent accident in the hunting field. The King and Queen have been anxious for a long time past about the adventures of the Prince while hunting and also in connection with cross-country racing. It is felt that he is inclined to take too many risks. Now, as a result of the representations made to him on the subject it is understood that he has definitely promised to curtail his activities in this respect. There can be no doubt that if His Royal Highness has given this promise it will be a source of real satisfaction throughout the country.

SUMMER TIME.

A strong effort will be made to obtain some definite measure of agreement over the Summer Time Bill which will be produced on April 11th by Sir Kingsley Wood, the Parliamentary Secretary of the Early Closing Association. As a preliminary it is hoped to arrange a conference between representatives of France, Belgium, and Great Britain to settle, if possible, the date when Summer Time should commence and end. Last year the Continental countries in question were working by the clock altered in accordance with the provisions of Summer time. This led to all sorts of trying experiences in business relations and in travelling from here to France and Belgium, and vice versa.

The new proposal is to make it a rule to observe Summer Time from the first Sunday in April till the first Sunday in October; and I understand that this will be the basis of the proposed agreement.

The only serious objection anywhere to Summer Time comes from the farming community; but this opposition will be overcome somehow, for the arrangement has proved a boon and a blessing to countless numbers of workers in cities and towns.

OFFENCES AGAINST THE
PERSON.

NEW BILL AND DEATH PENALTY.

The new measure, "Offences Against the Person Bill," which has been presented by Mr. Ammon, and supported by Mr. Griffiths, Miss Bondfield, Mr. Wignall, Mr. Morgan Jones, and Miss Lawrence, has been issued. A memorandum states that the object of the bill is to consolidate the principal Act of 1861 and other Statutes, and to declare and amend the law of murder and the law of rape.

Criminal homicide, it is stated, is not to amount to murder except either there was intention to kill the deceased or some other person, or there was intention to cause bodily harm, certain or likely to cause death, accompanied by indifference or recklessness whether death ensued or not. Infanticide by a mother is to amount to manslaughter if she has not fully recovered from the mental effects of the birth. The Infanticide Act, 1922, is to be repealed. Murder committed by a person of 16 or upwards is to be punishable with a fixed sentence of penal servitude for life. Where, however, the offender is already undergoing penal servitude for life, the penalty is to be death. As regards persons under 16, the present provisions of the Children Act, 1908, are to continue in force.

The maximum term of penal servitude which can be imposed for any offence under the bill other than criminal homicide, or an attempt to murder, is ten years, and no person under the age of 19 is to be liable to be sentenced to any term of penal servitude for any such offence other than criminal homicide, an attempt to murder, or wounding with intent to do grievous bodily harm. The bill gives no authority for the infliction of corporal punishment, and the Gaolers Act, 1863, is repealed.

The law with respect to sexual offences is revised, and the age of consent is raised to 18 years. The procurement of women and girls is more drastically dealt with. In certain circumstances the crime is made a felony, punishable with penal servitude for five years, or, if the girl is under 16, with penal servitude for ten years. Boys under 18 are protected as respects sexual immorality from women of or over that age. Under the bill the law as to concealment of birth has been revised, and a court of summary jurisdiction will be able to deal summarily with a woman who pleads guilty where the offence is in relation to her own child and she is not jointly charged with any person. The punishment for incest is reduced, the maximum penalty being five years, except where a girl is under 16, when it is penal servitude for ten years. The maximum penalty for rape is ten years, and for an attempt to commit the offence five years.

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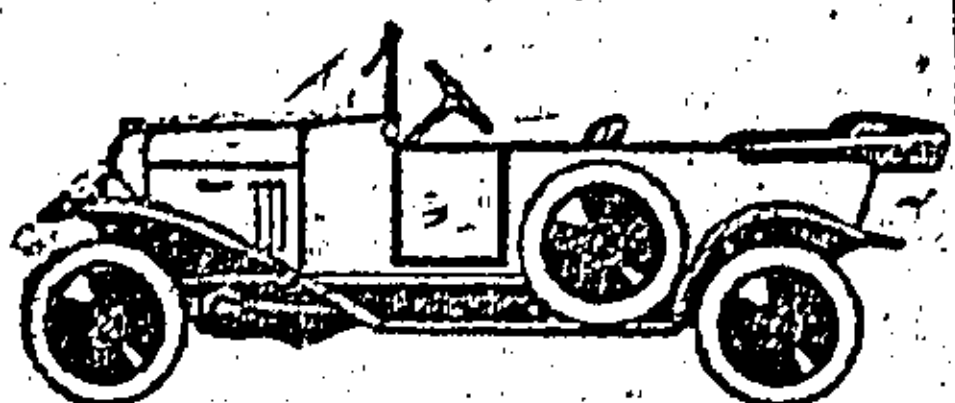
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CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

QUESTION OF STATE AID.

OUTLOOK FOR WORLD TRADE.

The forty-seventh annual general meeting of the Chamber of Shipping of the United Kingdom was held on February 22nd at the Leathersellers' Hall, St. Helen's place, London, E.C.

Sir Alan G. Anderson, K.B.E., was elected president for the ensuing year and Sir Norman Hill, Bt., was appointed vice-president.

The new president, in the course of his address, said that the depression which began so suddenly in 1920 still prevailed. With all respect, however, to the opinion expressed a year ago by Sir Ernest Glover, his (Sir Alan's) view was that there was a definite bottom to the abyss of bad freights, and that they had now touched bottom. When laying-up point was reached freights would not drop further unless expenses fell, and freights in 1923 only fell 1 per cent. below those of 1922, because on the average of the year there was a small drop in expenses. There had been, and still was, a redundant fleet of vessels in all countries, ready at short notice to put to sea when freights rose, and, by flooding the market, to bring about an immediate relapse of freights. The world's tonnage laid up in July, 1922, exceeded 9,000,000 tons gross, and in July, 1923, 8,000,000 tons gross. The tonnage laid up in the United Kingdom was coming into service rather more rapidly; it had fallen from 1,500,000 tons gross in January, 1922, to 1,008,000 tons gross in January, 1924. In the late autumn of 1923 there were some signs of an improvement in the general trade of the world and in the demand for tonnage, but the world's tonnage was still far in excess of the world's business. After so long a depression one's eyes were used to gloom, and possibly for that reason it was easier to see a few more spots of light on the horizon than a year ago. As a whole, the British mercantile marine had up to date weathered the storm with extraordinary few casualties, and, without wishing to appear too hopeful or to encourage anyone to speculate on an early return to prosperity, there was evidence that their position was improving, and that they had profited by the medium of adversity. Their assets had suffered no sharp decline during the year; in fact, the cost of new tonnage touched bottom in the autumn of 1922, and had shown a tendency to rise, but the orders which had come to shipbuilding during the year were mostly for liners or special services, and few for "free" cargo vessels of the ordinary type.

SURPLUS SHIPING.
Speaking of surplus tonnage, which was one of the two main factors governing freights, it was interesting to note that as low as 7,500,000 tons or 12 per cent. of the world's tonnage was over twenty-five years old, and that 4,500,000 tons, or over 7 per cent. of the world's tonnage, consisted of ships built in the U.S.A. during the war which were now laid up; the U.S. Government had been advised that the greater part of these ships could not ever engage in commerce with success. The returns of laid-up tonnage, however, were not quite so formidable as they seemed, and, as individual shipowners had learnt to their cost that the sooner they broke up an obsolete and unprofitable ship the less money they lost, so he hoped they might without impropriety suggest to the owners of this immense mass of obsolete or unsuitable tonnage that they would be doing not only the world but themselves a service if they gave full employment to the shipbuilders.

He noticed that in their last days the late Government started lending money to shipowners or shipbuilders on easy terms in order to bring about employment in shipbuilding centres. While sympathising with the anxiety of shipbuilders, masters and men, he felt sure that the best-informed among them would agree that it was dangerous to apply this artificial stimulant to the shipbuilding trade in its present condition. If shipbuilders and shipowners were left to work out their own salvation according to the economic laws, the orders for ships would gradually increase, beginning with special steamers, and extending as owners gained the impression that the time of lowest prices was going past; but if shipowners, who had had such severe lessons of bad trade, due to an excess of ships in the world, gained the impression that their business was to be made a pretext for non-economic Government activities, it seemed probable that every ship that was built before its time by Government action would postpone a dozen or more other orders which would otherwise have been placed if the Government had kept quiet. At present 1,000,000 tons of our ships were idle and 25,000 of our seamen. Every economy in working, every improvement in design of ships, every removal of an unnecessary restriction on trade, brought nearer the good time of full employment of men and ships. Every disturbance of industry, every additional expense thrown on sea transport, postponed such recovery. Our seamen and our ships would be fully employed when the world ceased to quarrel and settled down to trade. In speaking of labour those present would wish him, he thought, to give their welcome to the first Labour Government.

Shipowners in the management of their business had to accommodate the divergent views of capital, labour, and their customers. They settled somehow with capital and their customers without disturbing the general industry of the country. When capital embarked in ships, for example, had to forego its return, as had unfortunately happened so often during the last three years, it might be difficult to raise fresh capital for similar shipping investments, but other industries could borrow as freely as before on their merits. When their customers complained about the conditions of carriage of freights, shipowners contrived to satisfy them without pulling down the pillars of the temple of British trade. But when a difference arose about wages in one section of one trade—as, for example, the drivers of locomotives or dock labourers—the whole of British industry paid forfeit. Capital, labour, and their customers all had a common interest in the success of our overseas trade, but that success was gravely imperilled by the present method of settling wages in British industry. We had left behind us settlement by national strike,

and we had not reached settlement by reason. We might be permitted to hope that the Labour Government, with its special knowledge, would help us forward in the right direction.

INTERNATIONAL TRADE.

He had spoken first of the surplus tonnage, because it was the one of the two main factors governing the freight market about which they had positive knowledge. The other factor was the world's business. While signs existed that in the great nation of ours and in the world trade had touched bottom and was beginning to improve, and while we might hope that a financial adjustment might bring about a swift recovery in other great communities which were at present practically excluded from the world's trade by bankruptcy, the health of international trade was still precarious. If the patient were left to himself he should pull through, but if an attempt were made to hasten this recovery by strong medicines or magical processes, a dangerous relapse must be expected. Shipowners who had had such hard experience from time to time of the irruption of Governments of various nations into trade would unite in hoping that the Governments of the world would endeavour to arrange the finances for international trade so as to set the stage and would then leave international commerce to work out the result. (Cheers.)

Sir Frederick W. Lewis, Bt., proposed a resolution expressing appreciation of the steps taken to improve port facilities throughout the country, and the hope that immediate effect would be given by the Port Authorities to the suggestions made to this end, and urging that every effort should be made still further to reduce port dues, charges, and expenses. He said it was rather humiliating for shipowners of the greatest shipping country in the world to see the criticisms which had been made on the existing facilities and conditions in our ports, and the consequent expense and time occupied in discharge, as compared with the ports of our Continental neighbours—criticisms which, were, of course, confirmed by their own experience. They also felt that there might be cases where the Government could render help by grant or loans.

The resolution was seconded by Mr. David Jones, J.P., and carried unanimously.

Sir Ernest Glover, Bt., moved a resolution expressing the opinion that his Majesty's Government should seek to secure confirmation by Parliament of the resolutions, for which their predecessors jointly with the Dominion representatives were responsible, passed at the recent Imperial Economic Conference. He said that if, after such elaborate arrangements had been discussed, and after mutual agreement had been arrived at, a change of Government should involve the cancellation of everything it seemed to him that our kindred overseas would in future regard it as a pure waste of time to come here to discuss business.

The resolution was seconded by Sir Kenneth Anderson, Bt., K.C.M.G., and passed unanimously.

Further resolutions were passed welcoming the movement for international co-operation among business organisations with a view to securing due weight being given to business views in the consideration by Governments of different countries of economic and commercial questions; expressing appreciation of the action of his Majesty's Government in obtaining the insertion in the Finance Act, 1923, of a provision enabling them to effect reciprocal arrangements with foreign Governments for the exemption of shipping profits from income-tax; and also, with regard to the desirability of securing a greater measure of international uniformity in general average practice.

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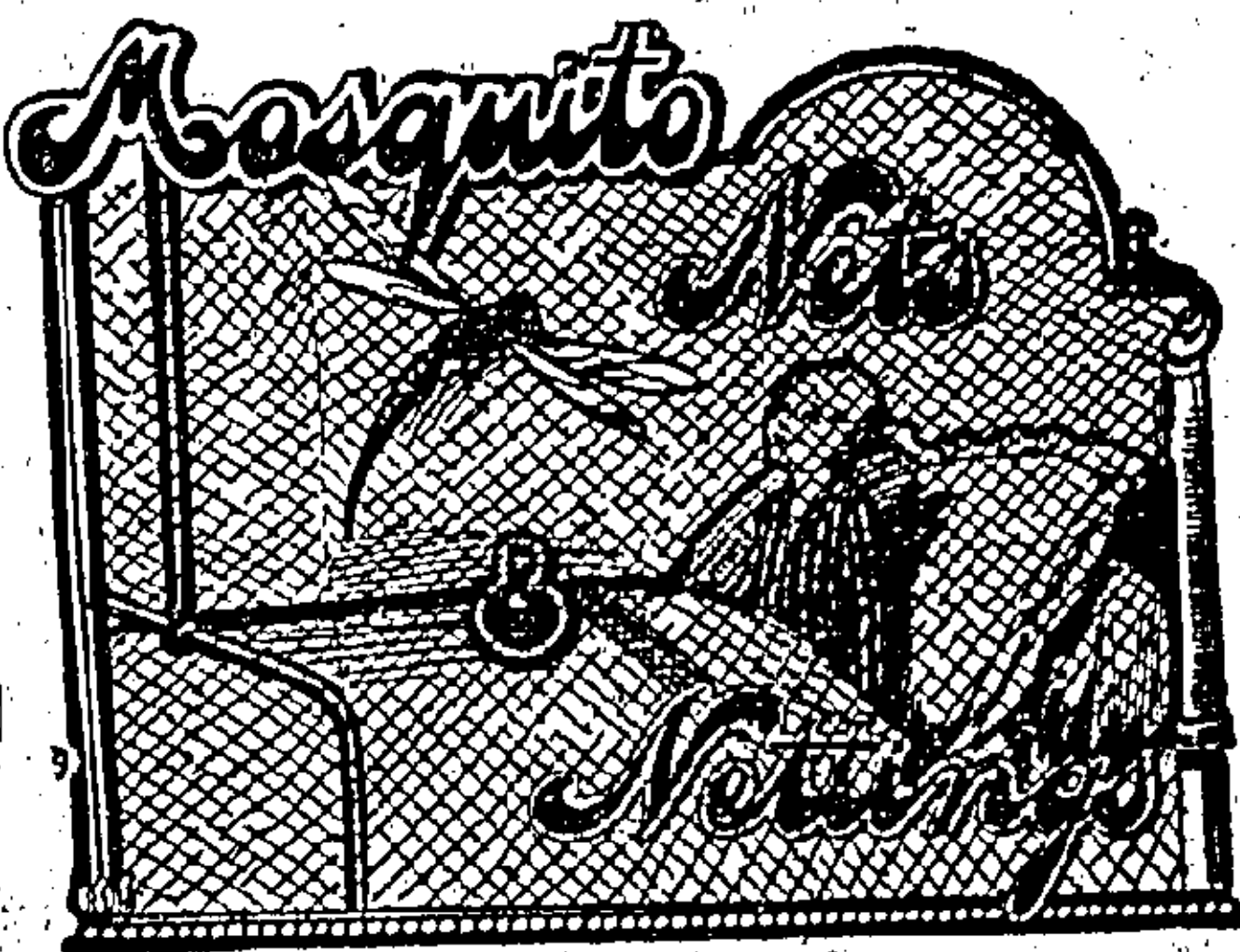
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FIRST FLOOR SHOW ROOMS

WHITEAWAY'S

TERMS CASH.

FOOTBALL.

EAST SURREY REGT. WINS THE CHALLENGE SHIELD.

In the replay on Saturday the Surreys made one change, Humberstone replacing Phillips. Muir was absent from the Kowloon team, Hayes making up the eleven. The ground was heavy, and good football was hardly expected considering the conditions. However, both teams adapted themselves to the slippery ground and the game was fast and interesting. The covered stand was packed but there were very few spectators on the uncovered stand. The teams lined up as follows:—

East Surreys:—Douglas, Cooper and Williams; Petter, Boniface and Bristow; Charlesworth, Eaton, Woodbridge, Humberstone and Macklesworth.

Kowloon:—Duncan, Wheeler and Knight; Turner, McElvie and H. Wheeler; Latham, Roberts, Hayes, Nash and Mason.

The Surreys kicked off but Kowloon pressed first and Douglas conceded a corner. The backkick was cleared. Mason terminated the Kowloon attack by kicking past the goalmouth. McElvie effected a good clearance at the other end, but the soldiers kept up pressure until Boniface kicked behind. Latham was very dangerous on the right and made a fine run down the wing, his centre being cleared by Douglas. At the other end, Woodbridge tried a long shot which went behind. Kowloon resumed the attack and Roberts sent in a good shot from twenty yards which just missed the goal. Hayes had a good chance but missed from close range. Cooper mis-kicked and let in Mason who drove in a hot shot which was well saved by Douglas. Kowloon forced two corners, but both were abortive. The Surreys made a brief attack but Kowloon were soon back again. Hayes secured from near the half-way line and made a splendid run through the Surreys defence. He beat three men in fine style but, with only Douglas to beat, he shot wide, missing the best chance of scoring that Kowloon had. Eaton was fouled but the Surreys' pressure was brief. At the other end Roberts sent in a fine first time drive from Mason's centre. Douglas fumbled the ball, but recovered well and kicked clear. Eaton at the other end drove in a fine shot which hit the side of the net. Knight gave away a free kick just outside the penalty area, but Eaton shot high over. Hayes terminated a Kowloon attack by shooting wide. Hands against Wheeler placed the Kowloon goal in danger. From the free kick Eaton received on the right and sent in a high dropping shot which Duncan turned into his own goal in attempting to clear, putting the soldiers one goal up.

Kowloon made good efforts to get on level terms, Mason forcing a corner but Williams cleared well. McElvie sent in a good long shot from a free kick. Cooper headed the ball away. Mason forced another corner and Williams made a spectacular clearance. McElvie tried another long shot which Douglas held well. The Surreys broke away and Humberstone sent in a fine shot which was well held by Duncan. Halftime arrived with the Surreys leading by the only goal scored.

Kowloon were rather unlucky to be in arrears at this period, but faulty shooting, and good goalkeeping by Douglas had prevented them from scoring. Kowloon pressed from the re-start and Cooper was forced to concede a corner through dribbling too much. Latham sent the backkick behind. Turner tried a long shot which Douglas fumbled; he attempted to throw the ball clear but it fell to the feet of Hayes, who made the scores level with a fine left foot shot which gave the goalkeeper no chance. Eaton was fouled rather obviously and Boniface sent in a fine shot from the free kick which was well held by Duncan. McElvie tried a shot at the other end which was saved well by Douglas. Knight was hurt in a tackle and had to leave the field. Macklesworth tested Duncan with a good ground shot. Knight came on at outside left but was compelled to go off again and Kowloon had to play with ten men for the rest of the game. The Surreys did most of the pressing but McElvie relieved and tried a shot at the other end, Douglas saving. Mason fouled Cooper but Wheeler effected a fine clearance. Wheeler made a bad miskick just afterwards but recovered and kicked out. Roberts got through at the other end and Douglas, fumbling the shot at first, recovered and kicked out. From a corner Hayes drove in a fine shot which was headed clear by a defender. Boniface was injured but was able to resume. Humberstone gave Eaton a good chance but the latter shot wildly. Wheeler gave away a penalty through handling the ball. Eaton took the kick and sent it well towards the right-hand corner of the goal, but Duncan, with splendid anticipation, brought off the save of the day by diving full length for the ball and turning it round the post. Kowloon made good attempts to score, but with only four forwards could not get within shooting distance.

Full time arrived with the scores level, and again extra time was necessary. A draw at this stage was quite a good result. The Surreys had been the more dangerous team but Kowloon had had quite their share of the game, in fact they had been doing rather more attacking than the soldiers.

The extra time went all in favour of the soldiers. Kowloon were played out and the Surreys scored two goals in the first ten minutes. Duncan made a mistake in running out on one occasion, and the Surreys nearly scored. Wheeler, however, cleared. The Surreys took the lead through Humberstone, who received from Eaton and scored a fine goal with a shot well into the corner of the net. Kowloon pressed but Latham's centre was cleared well by Douglas. Nash had a good chance but kicked wide. The Surreys pressed hard again and Humberstone scored the third goal after running clear through the defence. Kowloon made good efforts after this but failed to beat the Surreys defence, and the game ended with the soldiers winning by three goals to one.

The better team won. Kowloon were most unfortunate in losing Knight, but never attained the standard of football that the Surreys set them. A one goal margin would have been a better reflex of the run of the play, for there was very little to choose between the teams, the Surreys finishing better. Duncan cannot be blamed in any way; he brought off several fine saves and was unfortunate with the first goal. Wheeler was easily the best full back on the field. He played a really fine game and was the chief factor in the Kowloon defence. Knight played well until injured and had he not been so unfortunate it is probable that the Kowloon defence would have held out. McElvie played a great game at centre half, but did not last so well as Turner, who was chiefly responsible for the quietness of Macklesworth. H. Wheeler played well but would not last so long as the others, and Charlesworth was very happy on the wing in the latter stages of the game. The forwards were not good. The fact of Mason having to drop back disorganised the line. Understanding was lacking and the line was not a success. Individually all were good, Latham being probably the best, but he was not well supported. Mason and Nash were not a success, Hayes did well all through the game, but should have scored more than one goal. Roberts was seen only at intervals, but played quite well and was very dangerous. The Surreys were all at their best. Douglas played a great game in goal, although he fumbled the ball on several occasions. Cooper and Williams were exceptionally sound and both played a great game. The half back line won the game for the Surreys. Petter, Bristow and Boniface were all at the top of their form, and their sure tackling and fine playing were the features of the game. Humberstone was probably the most dangerous forward, and worked very hard. Woodbridge played a good game, as also did the two wing men. Eaton was well watched and had very few opportunities. Kowloon are to be congratulated on the fine game they played. They put up a great show and, except for the period of extra time, they fully held their own, even with only ten men.

PRESENTATION OF TROPHIES AND MEDALS.

At the close of the game Mrs. James, wife of the Hon. Secretary, handed the Challenge Shield to Q.M.S. Charlesworth, and the runners-up cup to Mr. McElvie, the respective captains. Gold medals were handed to each player.

Sergt. Bailey, Hon. Secretary of the Garrison Recreation Club, on behalf of the Garrison said they were pleased that the Surreys had won the shield. He hoped the two teams would meet in the final next season.

Mrs. James was then handed bouquets by the captains, and cheers were given for Mrs. James and the teams.

OPEN BILLIARDS CHAMPIONSHIP OF THE COLONY.

R. LUZ v. E. D. DA ROZA.

The above match in the Open Billiards Championship of the Colony was played last night when R. Luz defeated E. D. da Roza by 213 points in a game of 800 up. The highest breaks were:—R. Luz: 20, 46, 35, 35, 24, 20, 30, 31, 23, 20, 32, 33. E. D. da Roza: 31, 32, 20, 36, 24.

TENNIS.

The following matches have been arranged to be played off on the Stand Court this week:—

Tuesday.—Ng Sze Kwong v. T. Honda.

Thursday.—S. H. and S. D. Imlal v. S. E. Green and T. Lay.

Friday.—Ng Sze Kwong and C. Chou v. the winners of Hattersley Smith and Williams v. R. E. Worthington and F. A. Redmond.

The Honda-Ng Sze Kwong match, which was abandoned from last Thursday, when Honda was leading two sets and four all in the third set should draw another large crowd. On Thursday's game Honda should win, but one is never certain of what Ng Sze Kwong is going to do and many seem to think even yet that Honda will have to go all out to win. If Honda wins he will probably have to meet R. E. Worthington, in the final, when another interesting match will be provided.

CRICKET.

There were no cricket matches played off on Saturday afternoon, owing to the unfavourable weather conditions. The Hongkong Cricket Club turned up at King's Park and Kowloon went in to bat, but after about half an hour's play, there was a heavy shower of rain which stopped the match.

NOW READY.

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AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

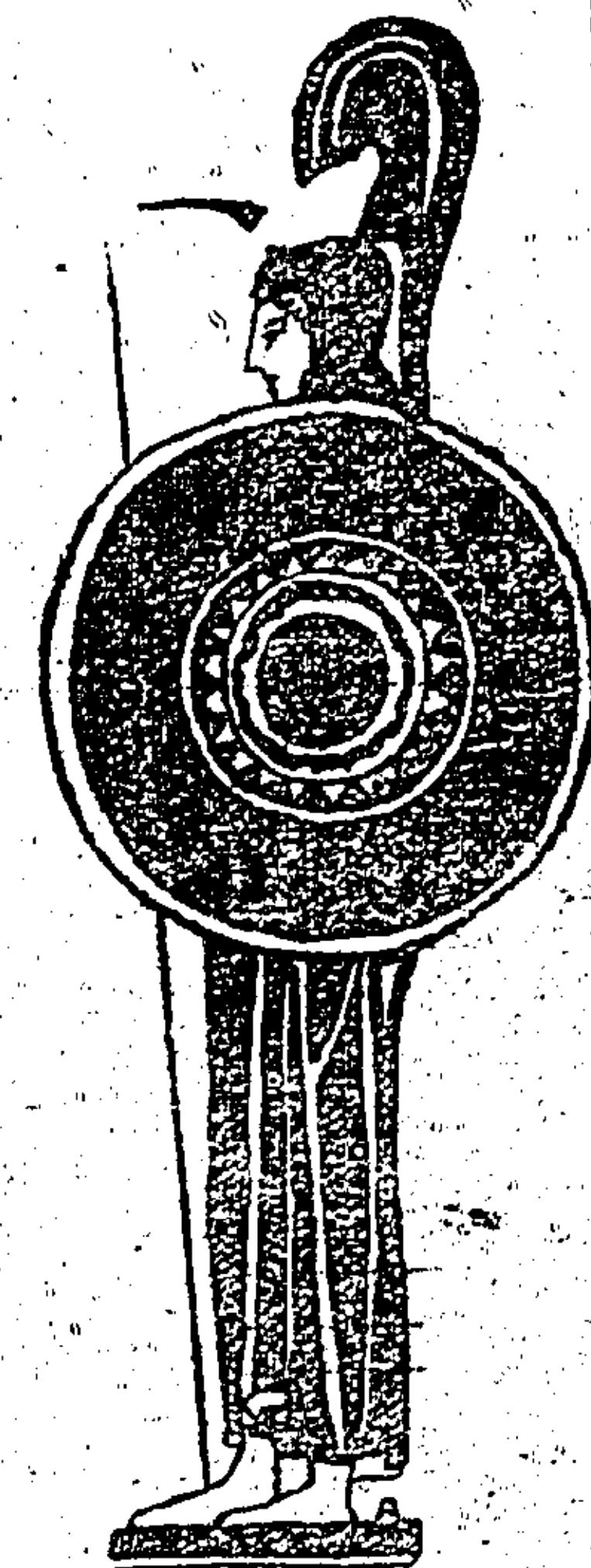
GODFREY THOMAS,
(Private Secretary.)

MADAME FLINT

CHIC

SUMMER

FROCKS.



CHINA BUILDING, 1st FLOOR.

THE GRAND NATIONAL

A wire to Indian papers on March 20th gave the following as probable starters in addition to the horses which were placed in the race on March 28th, namely, Master Robert (1), Fly Mask (2), Silvo (3)—Music Hall, Taffy, Gerald, L. Drifter, Shaun Spadah, Madrigal, Old Tay, Bridge, Sergeant Murphy, Watt Tyler, Alcasar, Ballade, Eureka II, A Double Escape, Arravale, James Pegg, Conjuror II, Auchin Rossie, Wavetown, Matasah, Wincan, Palm Oil, All White, Gay Lochinvar, Penecead, Fair Hill II, Chin Chin, Elonyhever and Soldier III. Trudgill was to ride Master Robert.

The latest Mah-Jong story from Home: The new maid went to the lady of the house and said she feared she would have to find another place. "But why?" asked the mistress. "Because," the girl replied, "I fear your husband is losing his mind. I found him on his hands and knees in the dining-room, and when I asked him what he was doing, he said he was looking for the East Wind."

SHANGHAI ALLEGED ATTEMPTED MURDER CASE.

SENSATIONAL DEVELOPMENTS.

MRS. ROWARTH IN THE HANDS OF
THE HONGKONG POLICE.

Mrs. Rowarth and Mrs. Davis (her daughter) have been handed over to the Hongkong police by the Macao authorities. They were brought back to Hongkong last night on the steamer "Sui An," in charge of a European Detective of the Hongkong Police Force.

Mrs. Judith Rowarth was sometime ago tried in H.M. Supreme Court at Shang hai on a charge of attempted murder and acquitted. More recently an accountant named W. H. Goulbourn, has been arrested and charged with having committed perjury in the Rowarth trial, and further, that with others not yet in custody, he conspired, together with Cecilia Sequerra, a Portuguese subject, to defeat the ends of justice by keeping a material witness in hiding and from appearing at the trial of Mrs. Rowarth on a charge of attempted murder.

TERRIBLE BUS ACCIDENT. CRASH ON BRIDGE IN NEW TERRITORIES.

TWO PASSENGERS KILLED: ALL
INJURED.

A terrible motor-bus crash occurred in the New Territories, yesterday afternoon, when two motor-buses proceeding in opposite directions, collided on a bridge at Un Lung. Both buses were completely smashed up and two of the passengers have died from injuries. Two more were, as a late hour last night, not expected to live, seven others were more or less seriously injured, whilst practically all the remainder of the passengers suffered from shock and superficial injuries of some sort or another.

BOTH VEHICLES WRECKED.

Both buses belong to the Chun Hing Motor-bus Company, which operates a bus service from Kowloon to Un Lung, which is just beyond Ping Shan Police Station. They were travelling in opposite directions, the one from Kowloon containing a party of boys, scouts of the 7th Saiyungpau School Troop proceeding to camp at Un Lung. The bus to Kowloon contained a full complement of passengers, about fifteen. The buses met without warning at 2.15 p.m. on Un Lung bridge, which is only wide enough for one. Neither bus could pull up and a terrible crash resulted, in which both vehicles were wrecked. Some of the passengers were pinned underneath the wreckage whilst others were thrown heavily into the road. According to one of the Scoutmasters none of the passengers in the buses escaped injury. He escaped lightly with a black eye and many abrasions on his body. Dr. Smalley, the Government Medical Officer, who visited the scene some time after the crash, describes the sight as terrible.

BOYS SCOUTS RENDER FIRST AID.

The less seriously injured of the boy scouts, including Scoutmasters K. C. Kong, C. Y. Yiu and Lam Chun, got to work at once and did what they could for the more seriously injured until such time as proper medical help could be obtained. Shortly after the accident another of the Company's buses appeared on the scene and Scoutmaster K. C. Kong proceeded with the bus to a Chinese hospital about a mile or so further along, at Pak Oi hoping to obtain medical aid. The Chinese at the hospital were very courteous, but told the distressed scout that they did not know sufficient to give any practical medical assistance or advice. The bus was then rushed back to the nearest Police Station, presumably Ping Shan, and there reported the matter to the Police Sergeant in Charge and word was sent through to Kowloon.

TWO INJURED SCOUTS.

The scoutmaster collected the "walking" cases from the injured of both buses and brought them into Kowloon where they were attended to at the Kwong Wah Hospital. The more serious cases were made as comfortable as possible and those left in charge had an anxious wait for Dr. Smalley and the ambulance from Kowloon. These arrived some two hours after the accident and all the injured were given attention and brought back into town—the stretcher cases in the ambulance and the remainder by bus. At the Kwong Wah Hospital Dr. Smalley, with the assistance of Mr. Ip, promptly got to work on the seriously injured, and made arrangements for the less serious cases to be transferred to the Government Civil Hospital. One woman was found to be suffering from a fractured skull and is not expected to live the night. In the case of a boy scout it was found necessary to perform an operation, to stop internal hemorrhage. The lad's only chance to live depended on the operation and last night the Doctors were working hard to save him. This boy's name is Ho. His brother was killed in the accident and another brother slightly injured.

ANXIOUS RELATIVES.

During the evening there were many callers at the hospital, enquiring anxiously after injured relatives. These included an uncle of the three boys mentioned above. When our representative left the hospital the uncle was waiting for an operation to be performed on one of his nephews.

The following is a list of the ten people killed and injured:—

DECEASED BUS.

Yung Mui-ku, a girl aged 10 years. Fractured skull. Died on way to Kwong Wah Hospital. (Believed to be a relative of General Yung Sik-lung of Canton).

An unknown Chinese woman, about 35 years old and apparently very wealthy. Admitted to Kwong Wah Hospital with fractured skull. Not expected to live. Believed to reside in Shum Shui Po.

Li Ng-ku, a woman, aged 33. Seriously injured to thigh and head.

Li Kin, a man, aged 24. Slightly injured. Admitted to Kwong Wah Hospital and later transferred to the Government Civil Hospital.

Leung Ming, a man, aged 22. Said to be motor-bus ticket collector. Admitted to Kwong Wah Hospital with injuries to head. Discharged after treatment.

Tang Lai Chuen, a female aged 19 years. Admitted to Kwong Wah Hospital with injuries to head. Discharged after treatment.

Lui Man, a man aged 30. Slightly injured and transferred from the Kwong Wah Hospital to Government Civil Hospital.

(Continued at foot of next column.)

SHANGHAI WEDDINGS. DUMBARTON-TRUEMAN.

A marriage of much interest to the Shanghai community was celebrated in Holy Trinity Cathedral on March 29th when Miss Nora Trueman, the daughter of Mr. and Mrs. T. E. Trueman, was married to Mr. George Frederick Dumbarton, the son of Mr. and Mrs. W. C. Dumbarton of Dulwich, England. The Cathedral was beautifully decorated for the occasion with blossoming boughs and bamboo. The ceremony was performed by the Very Rev. Dean Symons.

The bride, who was given away by her father, looked charming in a gown of white silk lace over georgette, its draperies caught in front with a buckle of orange blossoms. The long tulle veil which formed a trail was fastened with orange blossoms and the bridal bouquet was of pale pink carnations. The bridesmaid, Miss Helen Macnaghen wore an effective gown of cyclamen georgette and carried a bouquet of white carnations, roses and orange blossoms. The bride's mother wore a handsome gown of black and white crepe satin, with hat to match. One of the interesting features of the ceremony was the presence of a guard of honour from the Girl Guides, Company 3, of which the bride is Captain.

The bridegroom was attended by Mr. H. V. Hummel, M.C., as best man and Messrs. Bond, Lester Arnold, Trueman, and Trencard Davis acted as ushers. The reception, which was held at the house of the bride's parents, 517, Avenue Foch, was attended by hosts of friends of the popular young couple.

TYRRELL-CHAPIN.

A quiet wedding, attended only by the close friends of the bride couple was solemnized at the Carlton when Miss Madeline Chapin, daughter of Mr. and Mrs. E. P. Chapin of Honolulu, became the bride of Mr. Cyril Tyrrell of the Robert Dollar Company. The Rev. C. M. Drury of the Community Church performed the ceremony, which took place in a floral border of green and white. The bride was given away by Mr. George Brush. After the ceremony a reception was held at the Carlton at which Mr. J. Harold Dollar proposed the Health of Mr. and Mrs. Tyrrell and a wedding dinner was later given at the Astor House.

MACKINNON-SWEET.

A very pretty wedding was quietly celebrated in Holy Trinity Cathedral, the Very Rev. Dean Symons officiating, when Miss Nora Sweet, daughter of Mrs. F. Rayden, became the bride of Mr. J. M. Mackinnon, son of Mr. and Mrs. Mackinnon of Inverlath, Scotland. The bride, who was given away by Mr. F. Rayden, wore a stylish costume of white breasted serge with hat to match, and carried a bouquet of white carnations, roses and orange blossoms. Her sister, Miss Dorothy Rayden, acted as bridesmaid, wearing a white serge dress and white and yellow hat. The bride's mother wore a sand-coloured dress of curly stockette trimmed with green and tan-leather and a dark green hat of georgette and green feathers. Mr. A. M. Howat acted as best man.

HOW-NG QUINN.

A pretty Chinese wedding took place on March 30th at the Allen Memorial Church, Dr. F. L. Hawk-Pott officiating, when Miss Rose Ng Queen, youngest daughter of Mrs. Ng Queen of Hongkong, was married to Mr. Bang How, secretary of the Commercial Press, Ltd. The bride, who was given away by her brother, Mr. Sydney Ng Quinn, wore white charmusee with silver embroidery and chandelier lace, with a train trimmed with lovers knots and pearls. A crown of orange blossoms fastened the tulle veil and her bouquet was white roses and maiden-hair fern. Her maid of honour, Miss Mary How, wore jade green satin, trimmed with silver lace and carried sweet peas. The bridesmaids, the Misses Mabel and Edith Tang, Elsie Tom, S. K. Wu, Mayling Soong, and Loo How, wore georgette gowns of pastel shades and Miss Rene Chur, the little flower girl, wore pink tulle and carried a basket of sweet peas.

The bridegroom was accompanied by Mr. H. L. Huang as best man and the page boys were the bride's nephews, Mossy Lai and Mark Wei. After the ceremony a reception was held in the ball room of the Astor House and a dinner was given at the Great Eastern Hotel before Mr. and Mrs. How left on their honeymoon. Mrs. Bang How is a graduate of the Wharton School, of Finance and Commerce, University of Pennsylvania.

OUTGOING BUS.

Ho Kwan-yui, boy scout, aged 14. Fractured skull. Died before admission to the Kwong Wah Hospital.

Ho Kwan-sik, a boy scout, aged 13, brother of above. Seriously injured in head and abdomen. Not expected to live. Admitted to Kwong Wah Hospital.

Li Kwan-ki, a boy scout, aged 13, brother of above. Admitted to Kwong Wah Hospital with injuries to head and face.

Tsin Wai Ling, a boy scout, aged 14. Serious injuries to thigh. Admitted to Kwong Wah Hospital but later transferred to the Government Civil Hospital.

ANOTHER ACCIDENT ON THE CASTLE PEAK ROAD.

There was another accident on the Castle Peak Road, yesterday. This occurred in the morning. A motor-bus, in charge of a new driver, out for instruction, went off the road. The bus was badly damaged and the driver was injured about the face.

SHANGHAI AND ITS MERCHANT SEAMEN.

MEMORIAL TO BRITISH MERCANTILE MARINE.

SCHEMES FOR TIS. 230,000 INSTITUTE.

The building and endowment of an Institute for Seamen which is also to be a memorial to men of the British Mercantile Marine who gave their lives in the war, was resolved upon at the annual meeting of the Missions to Seamen in Shanghai, held on April 1st in the Cathedral Church House. It was announced that His Majesty the King has given the proposals his sympathy and patronage.

Mr. Sidney Barton, C.M.G., I.M., Consul-General, presided at the meeting, supported by Dean Symons, the Rev. T. W. Hall, the Mission Chaplain, and Mr. W. A. Willis, the hon. secretary.

Mr. Barton, in opening the meeting, observed that the report for 1923 was of special interest to all who had the welfare of seamen at heart; and these were many, for the subscription list showed the number was not limited to those attending that meeting. Old friends of the Mission had continued their support, and they were once again indebted for very generous assistance from the Race Club. The Chaplain's report was an inspiring account of the work done afloat and ashore and must convince the most sceptical of the immense field for this work there was in Shanghai, and also must convince them of what it was possible for one man with his heart in the work to accomplish with limited resources. The tonnage of Shanghai was increasing at a very rapid rate and already it was now within the number of the world's greatest ports. Obviously, Mr. Hall had not undertaken his Chaplaincy a moment too soon, and it was to his energy they owed the fact that the approach of leaving un-learned for men to whom we owed so much was not heavier than it is. The only satisfactory return Shanghai could make to Mr. Hall was to supply him with the means of coping with his work, and an opportunity for this would be given in the proposal to establish a new Seamen's Institute as a memorial to the men of the Mercantile Marine who gave their lives in the war. The scheme might seem a big one, but the need was bigger, and it called for the best effort that could be made. (Applause.)

THE SCHEME IN OUTLINE.

The report and accounts having been adopted, DEAN SYMONS outlined and moved the adoption of the Institute scheme, agreed on in principle at the last annual meeting. He first mentioned that subscriptions to the amount of Tis. 1,500 had already been received, almost unasked for, and said it was a scheme which should undoubtedly appeal to the residents of Shanghai. It was proposed to erect the Institute by voluntary subscription as a memorial to British merchant seamen who fell in the war. The Committee had taken the bold step of sending to His Majesty the King to ask if he would kindly give his patronage, and through the Secretary of the Privy Purse the following message was received: "The King sincerely sympathizes with the excellent object you have in view."

and the local representatives of his Majesty—Sir Ronald Macleay, British Minister, Admiral Leveson, Commander-in-Chief on the China Station, and Mr. Sidney Barton, H.M. Consul-General—had given the proposal their cordial approval. The scheme, therefore, was well laid, and started on a sure way with the prospect of receiving worthy support. As an instance of the great need for such an institute, the Dean quoted figures indicating Shanghai's growing importance in the shipping world. In 1920, he said, London had a tonnage of 17,000,000, Liverpool 16,500,000, and Shanghai 12,000,000 (increased last year to 15,000,000); there were some 50 shipping companies represented in Shanghai, interested in 600 vessels aggregating about 6,000,000 tons actual capacity, while during 1922, the number of British ocean vessels which put in at Shanghai was 457. Allowing an average stay of four days for these steamers, and an average complement of 30 men, this meant there were 136,200 men in port every day of the year, whilst in addition, there were 600 officers and engineers of the coastal shipping fleet.

WHAT THE INSTITUTE WILL DO.

The reasons for establishing the institute were to give the men the change of environment which was necessary for their bodily and mental well being; to introduce them to the right kind of people who shall remind them of home and for which it stands; to afford them rest, quietness and spiritual help; and to give them entertainment and recreation. The work of the Mission was ever growing, and its present machinery was altogether too inadequate, so that an institute was absolutely essential. The rough plans provided for social rooms for officers and seamen, reading rooms, billiard rooms, concert hall, Chapel, and Chaplain's flat, and the building would be so arranged that sleeping quarters could be added if found necessary. Tentative inquiries showed that Tis. 30,000 would be required for purchasing the necessary land, whilst the building was estimated to cost Tis. 80,000, furniture Tis. 10,000, and extras Tis. 10,000. As it would be necessary to endow such an institution, Tis. 120,000 had been estimated as necessary for investment to bring in an annual income of Tis. 6,000. Thus the total estimated cost was Tis. 220,000. This might seem to some people to be an almost impossible scheme, and perhaps it might take some few years to accomplish, but surely, in a place of the size and importance of Shanghai, so greatly depending on sea-faring men, it might be regarded as comparatively a small sum, especially emphasizing the

THE POISON TRIAL.

JURY EXCUSED FOR FIVE YEARS.

We are informed that Mr. Justice Compertz has released the Jury which sat last week on the Lantao poison trial from further jury service for a period of five years. At the conclusion of the trial His Lordship thanked the Jurors for their careful consideration of the case and released them for two years. This period of release has now been increased by a further three years.

The jury empanelled for the case comprised Messrs. M. Pollock, J. Edgar, C. L. Facker, Ma Wai Man, F. J. Wakefield, W. S. Marsh and Leung Chi Ling.

PIRACY GUARDS. BRITISH SOLDIERS REPLACED.

The scheme whereby British soldiers were used for the protection of convoys of British river steamers against pirates has practically been dropped after a brief trial. The British troops are said to have been replaced by Indians. Lewis guns are still carried on the river boats "manning" the convoys and specially trained Indians are on board to work these guns. These Indians are in charge of European Police Officers.

The Macao authorities have sent out armed launches, manned with soldiers, in search of the pirates.

ANOTHER PIRACY. PORTUGUESE STEAMER THIS TIME.

On the arrival of the s.s. *Sui An* last evening from Macao we were informed that a Portuguese steamer, the s.s. *Sriental*, was pirated on Saturday. Three of the watchmen were killed by the pirates whilst the master of the vessel, Captain Assis, and the Engineer, Mr. Jorge, were wounded.

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THE HANBURY INSTITUTE.

Mr. E. F. MACKEY said there was one point on which he was in some doubt. As a Trustee of the Hanbury Institute, he was not quite sure what functions the Hanbury Institute was going to fulfil if a scheme on the scale of the one outlined was going to be carried through. As far as he recollected, the Hanbury Institute had been established for just the purposes the Dean had described.

The Rev. T. W. HALL in reply to Mr. Mackay, said that in 1908 the Hanbury Institute amalgamated with the Sailors' Home in Broadway, and when the scheme was drawn up the following stipulations were made: that sleeping accommodation should be found for 40 men of the Merchant Service, for 20 bluejackets, and for 10 or a dozen destitute seamen, or others, giving a total of 72. And this was what the Hanbury Institute was, viz., a boarding house, and one fulfilling its purpose very well. But the new scheme was not at all for a boarding house. That was a purpose it was hoped the Hanbury Institute would continue to fulfil for many years to come.

Mr. MACKEY went on to say that he was not speaking against the scheme, but merely, as a Trustee of the Hanbury Institute, drawing attention to the fact that the objects of the new scheme were essentially the same as those laid down by Sir Thomas Hanbury when he founded the Institute. Sleeping accommodation was provided, but it was never intended the Hanbury Institute should be merely a boarding house, and he mentioned this because, as a Trustee, he did not wish the point to be passed over without notice.

POOR RICHARD'S PARADISE.

Mr. BARTON: You don't suggest that the existence of the Hanbury Institute, whatever its functions are, is sufficient to minimize in any way the requirement of a new Institute. Personally, I do not think the Hanbury Institute could possibly cope with the requirements of the present day as far as the Merchant Marine is concerned.

Mr. MACKEY: I think not. Mr. BARTON: Then there is also the point that the Hanbury Institute is bound to receive the destitute, and that is another reason for founding a new institute, for it is hardly a compliment to share the place with the destitute.

Mr. MACKEY mentioned that he had heard the Hanbury Institute described as "a place for dead beats," but it certainly never was intended to be so.

Mr. BARTON: It is probably one of the nicest places "dead beats" are ever likely to strike. The fact is, I think, that the Hanbury Institute will continue to discharge its functions exactly as it does to-day, and that it will always be just as full. I do not think there is any possibility of the two Institutes competing with each other or clashing in any way.

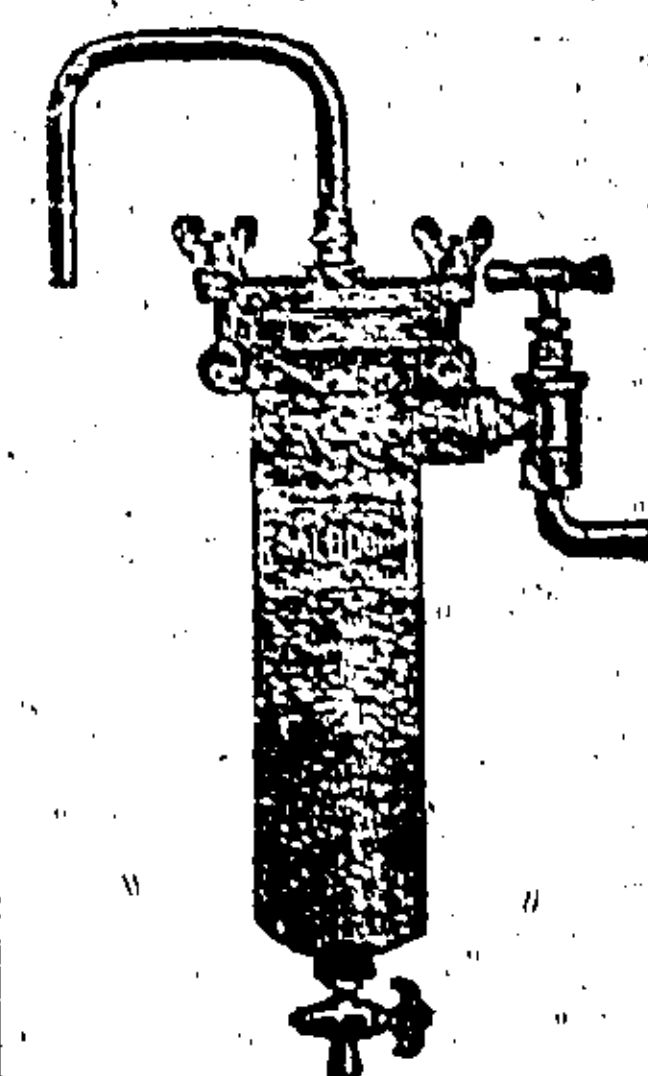
The Rev. T. W. HALL seconded the Dean's proposal that the scheme be formally adopted, and the resolution was unanimously carried.

COMMITTEE AND SUBSCRIBERS.

In addition to the ex-officio members, the following were appointed to the Committee: Messrs. D. W. A. Holder, R. Pote-Hunt, G. F. A. Mulock, P. H. Rolfe, T. H. R. Shaw, E. S. Wilkinson, H. V. Wilkinson, W. A. Willis and W. E. Wilson.

The CHARLTONS proposed a cordial vote of thanks to the subscribers, mentioning that several firms and individuals had doubled their subscriptions, and many others had increased theirs, the total last year being Tis. 3,000 as against Tis. 1,700 in the previous year.

IF YOUR EYES COULD SEE



the impurities in your drinking water you would not hesitate a moment to install a "Cheavin" Filter which renders all drinking water pure, sparkling and harmless.

It behoves everybody in the East to keep a watchful eye on the drinking water and protect the home against disease.

The greatest safeguard in this respect is to provide the home with a thoroughly reliable Filter such as we Guarantee ours to be.

Conic and select yours now.

In all sizes from 1½ to 6 gallons and \$16.50 to \$40.00 each.

Pressure Filters as illustrated \$25.50 each. Filter Candles always in stock.

PHONE LANE, CRAWFORD, LTD. ESTABLISHED

4567. HARDWARE DEPT. 73 YEARS. FOUR LINES. FIRST FLOOR.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA	LEMON
PINEAPPLE	CHERRY
RASPBERRIES	STRAWBERRY
POMEGRANATE	APRICOTS
MANDARINE	ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

NEW ENGLISH RECORDS

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H.M. GRENADIER GUARDS

"THE SORCERER" Selection. In Two Parts. (Sullivan) Introducing Part I—Eat, Drink and be Gay; When is He Here; Minuet; John Wellington Wells. Part 2—Oh, Bitter Joy; You're everything I desire; I rejoice; Happy are we.

HAWAIIAN INSTRUMENTAL QUARTETTE 3367 (BROKEN-HEARTED MELODY WALTZ HULA-HULA ROSE WALTZ

LEO CHERNIAVSKY (Violin Solo) AND JAN CHERNIAVSKY (Pianoforte Solo)

3360 (PADEREWSKI'S MINUET—PARAPHRASE (Paderewski-Kreisler) AU COUVENT (A. Borodine)

NO SCRATCH ANDERSON'S.

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PREPARE FOR THE RAINY SEASON

For Ladies

RAINCOATS

UMBRELLAS

EN-TOUT-CAS

For Children

RAINCOATS

MACINTOSHES

CAPES

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD., has This Day TRANSFERRED its Office to No. 11, QUEEN'S ROAD CENTRAL (2nd Floor), (Entrance: Ice House Street).
L. S. GREENHILL,
Acting Secretary.
Hongkong, 7th April, 1924. [594]

NOTICE.

THE Rev. R. H. SCHMITT, S.J., of the ATESEO DE MANILA, P.I., will preach a Course of SERMONS for a LEXES Mission, in the CATHEDRAL, each Evening at 6 P.M., from WEDNESDAY, APRIL 10th to WEDNESDAY, APRIL 17th. [595]

NOTICE.

MESSES. KELLY & WALSH, LTD., have been appointed Agents in Hongkong and China for Messrs. EFFINGHAM WILSON'S Commercial and Legal Publications. Stocks will always be on hand for the convenience of those who are interested. Inspection is invited. EFFINGHAM WILSON, Publishers, London. [596]

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

WEATHER permitting, the Replay of the Match—NG SZE KWONG v. T. HONDA—will take place on the Sports Ground, on TUESDAY, 8th APRIL, at 3.30 P.M. A Portion of the Stand nearest the Pavilion will be Reserved for Members and Those holding "Privilege" Tickets. No claims will be admitted after the goods have left the Godown. [597]

SOCIETY OF ST. GEORGE, HONGKONG.

THE ANNUAL GENERAL MEETING of the SOCIETY will be held in the City Hall, on MONDAY, 11th APRIL, 1924, at 5.15 P.M.

For the following purposes—

- To receive the Report of the Committee and Statement of Accounts for the past year.
 - To elect the Officers and Committee for the ensuing year.
 - To consider the manner in which St. George's Day should be celebrated.
 - To transact any other Business of which due Notice has been given.
- All Members are requested to attend.
G. H. PIERCE, Hon. Secretary.
Hongkong, 5th April, 1924. [598]

TO LET FURNISHED.

FROM 1st June, NEW HOUSE at "Deer Water" Day with 4 Bedrooms, Drawing and Dining Room and Library. Hot and Cold Water laid on. Fresh Sanitary System, Servants' Quarters and Garage, 12 acres of Ground.
Apply to—
GEO. P. LAMBERT,
1, Queen's Road Central. [599]

NOTICE.

NOTICE IS HEREBY GIVEN that the Business of Share and General Brokers heretofore carried on by the Undersigned at Victoria, in the Colony of Hongkong, under the Style or Firm of WRIGHT AND COMPANY, at Prince's Buildings, Ice House Street, Third Floor, as from the 31st of MARCH, 1924, has been transferred to the Style or Firm of FRANK RONALDS SMYTH, at the same place. The Change of Name involves No Change in the constitution of the Firm, which will be continued as before.
F. TESTER,
E. ABRAHAM,
Members of the HONGKONG STOCK EXCHANGE. [575]

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Offices of Messrs. SUEWAN, TOMES & CO., St. George's Building, Chater Road, Hongkong, on THURSDAY, 10th DAY of APRIL, 1924, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st December, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th April, both days inclusive.
By Order of the Board,
S. COURTNEY COOK, Secretary.
Hongkong, 27th March, 1924. [565]

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KIL, of Hongkong, 5 Duplicate Certificates in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 23rd January, 1924, have been LOST or MISLAIN; and NOTICE IS HEREBY GIVEN that if, within Thirty Days from the Date hereof No Claim or Representation in respect of such Original Certificates is made to this Company, we will then proceed to deal with such Application.
For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.,
EDWARD B. RAYMOND, Secretary.
Hongkong, 3rd April, 1924. [588]

INTIMATIONS

NOTICE.

WE, the Undersigned HEREBY GIVE NOTICE that we have resumed Business as Share and General Brokers under the Style or Firm of WRIGHT AND COMPANY, at Prince's Buildings, Ice House Street, Third Floor, as from the 31st of MARCH, 1924.
J. F. WRIGHT,
T. W. HORNBY.
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NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SOUDAN."

Arrived Hongkong on 4th April, 1924.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & F.S.N. Co.'s Steamers.
Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.
All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 4th April, 1924. [589]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KASHMIR."

Arrived Hongkong on 4th April, 1924.

FROM ANTWERP, LONDON, PORTSAID, ADEEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.
All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 4th April, 1924. [592]

NOTICE TO CONSIGNEES.

The Steamship "FIUME L."
FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, MASSAUA, ADEEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 2nd instant.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, 2nd April, 1924. [581]

NOTICE TO CONSIGNEES.

The Steamship "NUMIDIA."
FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, MASSAUA, ADEEN, COLOMBO, PENANG, SINGAPORE AND SAIGON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 2nd instant.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.
All claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, 2nd April, 1924. [580]

INTIMATIONS

PARTNERSHIP ANNOUNCEMENT.

NOTICE IS HEREBY GIVEN that FRANK RONALDS SMYTH has as from the FIRST DAY of APRIL, One Thousand Nine Hundred and Twenty Four, been admitted as a PARTNER in the Firm of VERNON AND SMYTH carrying on Business as Sharebrokers at 41, Des Voeux Road Central, Victoria, in the Colony of Hongkong and that the Firm of which the Partners now are ROBERT THOMAS MATTHESON and FRANK RONALDS SMYTH will continue to carry on Business as heretofore under the Style of "VERNON AND SMYTH." Dated the 1st day of April, 1924.
VERNON & SMYTH,
41, Des Voeux Road Central, Victoria, Hongkong.

NOTICE.

HONGKONG AND CHINA GAS CO., LTD.

MR. G. P. CERRY having retired from the Company's service, on completion of his agreement, NOTICE IS HEREBY GIVEN that Mr. L. J. BLACKBURN, the Resident Engineer, has been appointed, as from this date, to hold all Powers pertaining to the Office of Local Secretary.
(Signed) JARDINE, MATTHESON & CO. LTD.,
Local Agents.

GULA KALUMPONG RUBBER ESTATE, LTD.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 2nd MARCH, 1924, to FRIDAY, the 11th APRIL, 1924, both days inclusive.
By Order,
LOWE, BINGHAM & MATTHEWS,
Colonial Register.
Hongkong, 21st March, 1924. [540]

FOR SALE.

3,000 B.H.P. POWER PLANT.
THIS Plant consists of the following, all in Working Order, having just recently been in Full Use—

- Four "Mond" Gas-Engines capable of generating 400,000 cubic feet of Gas per hour of 140 B.T.U. per cubic foot complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blower Motors, Piping, etc. Coal Elevator and Charging Plant.

- Two "Cockrell" Horizontal 4-cylinder Tandem Double Acting Type Gas Engines, 1,000 B.H.P. each and Two same type 2-cylinder Engines of 500 B.H.P. each, all the above made by RICHARDSON WESTON & CO., England. Engine complete with Air Starting Plant, Electric Ignition, Water Cooling Pump and Motors, Turning Gear, Motors, etc.

- Two Dynamos by Dick Kean & Co., England, having an output of 750 K.W. each at 250 volts when driven at 120 revolutions, also Two Similar Dynamos of 375 K.W. each, complete with Switch-boards, and Instruments, etc.

For further particulars, apply to—
Messrs. BUTTERFIELD & SWIRE, Agents,
The TAIKOO DOCKYARD & ENGINEERING CO., OF HONGKONG, LTD.,
Hongkong, 28th March, 1924. [562]

CHEUNG CHOW.

MODERN Cottage to Let, Furnished, from May 1st. Two Bedrooms, Large Sitting Room, Garden. Near Bathing Beach.
Write C. c/o "Hongkong Daily Press."

TO LET.

FURNISHED HOUSE, in Good Position at PRAT, Hot and Cold Baths. From Middle April to September.
Apply Box No. 489,
c/o Hongkong Daily Press. [489]

WANTED.

COMPETENT LADY STENOGRAPHER. Must be British.
Apply Box No. 591,
c/o Hongkong Daily Press. [591]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—YI.

TO LET—Two Large HOUSES (Semi-detached) of Five Rooms Each with Bath Rooms attached, at POKULAM, with Grounds. For further Particulars, apply—Box No. 24, c/o Hongkong Daily Press. [24]

TO LET—One Well-Lighted OFFICE ROOM on Top Floor, 5, QUEEN'S ROAD CENTRAL. Apply—GANDY, PRICE & CO., LTD. [18]

WANTED TO BUY, or GROOMED HOUSE with Tennis-court, Peak District. Offer—Box No. 22, c/o Hongkong Daily Press Office. [22]

LAST TWO DAYS,

AT
2.30, 5.15, 7.15 AND 9.15 P.M.

REX INGRAM

IN

"TRIFLING WOMEN"

AT

THE CORONET.

INTIMATIONS

To Connoisseurs - -

WATSON'S

FINEST

OLD BROWN

BRANDY

is Unsurpassed as a Liqueur.

Exquisitely Mellow,
and of Fine Aroma;
Delightful to the Palate.

(Bleeds Deliciously with
Watson's Dry Ginger Ale).

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants

Phone 618.

BIRTHS.

HILLS.—At No. 29, Lugard Road, The Peak, on April 5th, the wife of H. S. HILLS, a son. [597]

LIDDELL.—At Shanghai, on March 31st, the wife of P. W. O. LIDDELL, of a daughter.
LOVELL.—At Nanking, on March 29th, to Mr. and Mrs. E. H. LOVELL, a daughter.

MARTIN.—At Shanghai, on March 29th, to Mr. and Mrs. R. B. MARTIN (née FLORENCE C. THOMPSON), a daughter.

MARRIAGES.

MACKINNON-SWEET.—At Shanghai, on March 29th, NORAH, daughter of Mr. F. RAYNER, 25, Yuen Road, to JOHN MACDOUGALL, son of Mr. and Mrs. D. MACKINNON, Inverlath, Argyllshire, Scotland.
POCK-ARNOVICK.—At Shanghai, on March 29th, MARY MAGALANA POCK, Riga, to GEORGE ARNOVICK, of London.

DEATHS.

D'ALMEIDA.—At Shanghai, on March 29th, MILLY, daughter of Mr. and Mrs. L. M. D'ALMEIDA, aged 41 years.
JOSEPH.—At Shanghai, on March 30th, ISAAC JOSEPH.
LAVINGTON.—At Shanghai, on March 30th, JOHN HENRY STUART, only son of Mr. and Mrs. A. T. LAVINGTON, aged 91 months.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, April 7th, 1924.

EXAGGERATED HOPES IN CANTON.

"The beginning of the end" is the caption given to a leading article in our Chinese contemporary, the Canton Gazette, relating to the military situation in the province of Kwangtung. Reviewing recent co-related developments in other provinces our contemporary comes to the conclusion that the end of the struggle in Kwangtung is near at hand. We should like to be able to share our contemporary's optimism. Its readers are told that Wu Pei-fu's right-hand man in Fokien has lost control of that province; that General CHENG CHANG-CHOW, who is working in co-operation with Dr. SUN, is winning and firmly establishing his position; that the loss of Cheong-chow and other important places in the southern part of Fokien has threatened the rear of CHEN CHUNG-MING's forces;

that CHEN and his Generals fully realize that they are virtually between the "devil and the deep sea," as is proved by their hurried conferences and their decision to withdraw their forces from the East River "in order to protect Swatow, a port which they cannot afford to lose, for the loss of it means the cutting off of their communications with the outside world." Concurrently with this, Generalissimo SUN YAT SEN has been throwing all available troops into the East River region for the purpose of dealing to the enemy "a blow that will end the struggle." We do not know how many dozens of times we have been led by our contemporary during the past twelve months, or even in the past four months, to expect news of this "smashing blow" at any moment. We rather from our contemporary that there are some two hundred thousand of Dr. SUN's troops in the field in the East River district "fresh in strength and well prepared for a long and very hard fight." If it be true that CHEN's forces are withdrawing from the East River district, the prospect of the "great attack" by SUN's Army would rather seem to be becoming remote. However, if SUN's Army in Fokien is meeting with all the success ascribed to it, the obvious intention of Dr. SUN in so greatly strengthening his army in the East River is to crush CHEN's army, by a simultaneous advance of two great bodies of troops upon his front and rear. But CHEN is too much of a strategist to place his troops in such obvious danger, and we shall believe in the annihilation of his forces only when it has been definitely accomplished. At present we have no confidence in the restoration of peace that our Chinese contemporary forebushadows as a result of the impending attack. "Cheerily optimistic, our contemporary says: 'Travelling in the country is now not safe, but with the hostilities successfully brought to an end sufficient attention and protection will be forthcoming. When normal conditions are restored, trade and other commercial activities will automatically return to the benefit of our merchants. Various schemes for municipal improvements, such as the opening of more roads, establishing more municipal schools and libraries, laying out public parks and playgrounds, will then all be possible. Such improvements are demanded by the public, but they cannot be very well carried out if available funds must continually go to the military. As long as there is war on hand the demands for funds on its account must be met. Therefore, the war in the province must be brought to an end in order to stop the flow of funds into that channel, so that they may be used for public improvements. This is the time to end this war, and all should rally to give support to the Generalissimo so that its end may be hastened.' All this is excellent in its way, but we have to bear in mind that there are two parties to the war, and one of them is led by the great military panjandrum of the Yangtze whose resources in men, money and material are likely to long outlast those of Generalissimo SUN. However much we may deplore the fact, it is hardly possible to believe that if Dr. SUN succeeded now in driving CHEN CHUNG-MING's forces completely out of the province, peace would be at once 'firmly established.' So long as Marshal Wu Pei-fu is committed to the policy of 'Reconciliation by force,' so long will the province of Kwangtung remain in a state of turmoil; or so long, at least, will the Government at Canton see the necessity for maintaining in the field the enormous forces necessary to guard the province from invasion by a potentially more powerful enemy. Thus, the money which is admittedly so greatly needed for ordinary administrative purposes will still be swallowed up in military expenses until the war lords of China can be brought to realise the folly of this internecine strife and seek some saner solution of their quarrels at a Round Table Conference. We quite understand that a signal success by Dr. SUN's forces in Kwangtung might serve to weaken Wu Pei-fu's hopes of success for his policy of reunification by force, but, if we are not woefully mistaken in our estimate of the man, one defeat in Kwangtung will not be sufficient to persuade him to finally abandon the policy.

A "miniature typhoon" was experienced at Foochow on the 2nd inst.

The road commencing at the Pokfulam Road passing through the Dairy Farm property, crossing Victoria Road has been named Sassoon Road.

In accordance with instructions received from the Secretary of State for the Colonies, H.E. the Governor has been pleased to recognise Mr. Maurice Walk as a Vice-Consul for the United States of America in Hongkong.

The Japan Chronicle mentions that the cherry-blossom season will be later than usual this year. The trees near Kobe are not expected to reach their full glory till the end of April, though in warm places around the port they may be at their best soon after mid-month.

Neglect to properly maintain the track has been the cause of the derailment of trains on the Canton-Hankow railway (in Kwangtung) on several occasions. Conditions have apparently become so bad that the Canton Gazette says: "It is feared that unless funds are obtained to repair the line, the railwaymen may not be willing to risk their lives running the trains."

Mr. A. G. W. Tickle, Executive Engineer, Public Works Department, has been deputed to act on behalf of the Building Authority in all cases referred to in sections 203, 204, 207 and 207A of the Public Health and Building Ordinance, 1906, in connection with dangerous buildings. Mr. H. J. Pearce, Engineer, Public Works Department, has been deputed to act on behalf of the Building Authority in all cases in connection with dangerous buildings.

Mr. Drummond, second officer of the Douglas steamer Hui Hong had to be taken off the ship to hospital at Namoi (Foochow) on the last trip. Dr. Gillett, the medical officer in charge diagnosed his trouble as acute appendicitis, making an operation necessary. Mr. Drummond, who was for some time Captain of the Hydrant, has been upwards of twenty-five years in local waters, and has his home in Kowloon. His brother officers and a wide circle of friends hope for his speedy recovery.

Mr. W. McClelland, C.B., O.B.E., M.I.E.E., Director of Electrical Engineering, and Mr. J. S. Pringle, O.B.E., M.I.E.E., Assistant Director of Dockyards, are due in Hongkong by the Phang on the 17th inst. They are on a visit from the Admiralty. Travelling on the same ship is Mr. G. D. Leys, M.I.E.E., Superintending Electrical Engineer, H.M. Naval Yard, who has been transferred from a similar post at Rosyth and relieves Mr. H. A. Nott, M.B.E., M.I.E.E., who has been appointed Superintending Electrical Engineer, H.M. Dockyard, Sheerness.

FOURTH TOURIST SHIP OF THE SEASON.

S.S. "SAMARIA'S" VISIT.

The Cunard liner Samaria, of 20,000 tons register (Commander G. S. Hornburgh, O.B.E., R.N.R.) arrived in harbour last Saturday morning with about 100 tourists aboard. This is the second time that Samaria has been chartered by Messrs. Thomas Cook & Son for a world cruise. She is the fourth great tourist ship to visit Hongkong this season. Unlike the other ships the Samaria has come via Suez, so that her company has already "done" Madeira, Gibraltar, Algiers, Naples, Egypt, India, Ceylon, the Straits Settlements and Manila. The ship proceeds on Wednesday to Shanghai, Japan, San Francisco, and via the Panama Canal to Havana and New York, the port of embarkation.

Most of the travellers are Americans, and they include some well-known personages in the States, such as Mr. R. E. Olds, head of the Oldsmobile Company; Col. Woodruff, of Connecticut, proprietor of the Litchfield Engineer; Mr. Charles K. Payne, a prominent business magnate of West Virginia; Mr. Strause, a New York banker and one of the directors and trustees of the Rockefeller Foundation; Mr. Kin Hubbard, of the Indianapolis Year, who is a well-known writer in the United States under the nom de plume of Abe Martin.

Included in the British contingent of travellers are a few literary folk, some merchants and manufacturers, mostly retired, and one or two medical men.

The arrangements for the tour this year as last, are in the hands of Mr. Ross Skinner, Cruise Director. During their stay in Hongkong the tourists have followed the usual procedure, some going to Canton, others for automobile rides around the New Territories and around the island, whilst various small parties spent their time in wandering casually about Hongkong, admiring the statues, buildings and shops. On Saturday evening there was a specially-arranged dinner-dance at the Hongkong Hotel. Despite the unfavourable weather, the local arrangements made by Messrs. Thor Cook & Son enabled the visitors to get an idea of the scenic beauties of the Colony and to imagine how greatly they would have been enhanced by a little sunshine.

The Samaria leaves Yokohama on the 20th inst. to cross the Pacific. She is due to arrive at New York on June 2nd.

UNIVERSITY BOAT RACE.

TROUBLE BREWING IN THE RUHR.

NEW WAR TERROR.

BRITISH RADIOLOGISTS' INVENTION.

THE TROUBLE IN THE SHIPBUILDING INDUSTRY.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE WORLD OF SPORT.

BOAT RACE RESULT.

CLASSIC CONTEST WON BY LIGHT BLUES.

London, April 6th.
Cambridge won by four lengths.
The official result is given as follows:
Won by 11 lengths. Time: 15 minutes, 11 seconds.

HOW THE RACE WAS ROWED.

In bright sunshine with a very light North Easterly breeze and smooth water, Cambridge won the race and chose the Surrey station. Oxford, rowing a slightly faster stroke, led at the start but at the Mile Post Cambridge were slightly ahead in turns. The Light Blues were rowing beautifully and held a length's advantage at Hammersmith Bridge which was reached in 12 mins. 35 secs. Three lengths separated the crews at Chiswick Church, where the time was 15 mins. 25 secs. Soon after, Oxford spurred and gained on the leaders, but they were ragged in their work. Cambridge shot Barnes Bridge in 15 mins. 35 secs., leading by two-and-a-half lengths, ultimately winning easily by four-and-a-half lengths.

AMATEUR ASSOCIATION CUP

FINAL TIE.

London, April 5th.
Clapton beat Erith and Belvedere by three goals to nil at Millwall.

RUGBY COUNTY FINAL.

London, April 5th.
Cambridge beat Kent by 14 points to 3 at Cardiff.

GODDARD'S BITTER PILL.

BEATEN BY A GERMAN BOXER.
Berlin, April 4th.
The German heavy-weight champion Koerner outpointed the British champion, Frank Goddard, in a ten rounds contest.

TEN MILES' CHAMPIONSHIP.

London, April 5th.
At Stamford Bridge, in the Amateur Athletic Championship, the ten miles running event was won by H. Britton (Derby and County Harriers) in 52 mins., 48.5 secs. H. Harper (Hullianshire), the holder, took 54 mins., 20 secs.
C. Chiblon (Surrey Athletic Club) was third in 53 mins., 21.4 secs.

GOLE.

ARTHUR HAYERS WINS.

New York, April 5th.
Arthur Hayers, the British champion, beat Bobby Jones, the American open champion, in a thirty-six holes match, by two up and one to play.

TENNIS.

GOULD STILL CHAMPION.

New York, April 5th.
In the National Court Tennis Championship, Mr. Jay Gould successfully defended his title, defeating Mr. Hewitt Morgan (6-1, 6-1, 11-0).

HOME FOOTBALL.

SHANGHAI, May 6th.
Following are the results of Saturday's "Soccer" matches:

FIRST LEAGUE.
Arsenal, 2; Burnley, 0.
Birmingham, 4; Newcastle U., 1.
Blackburn R., 1; Nottingham F., 1.
Bolton W., 0; Preston N.E., 0.
Everton V., 0; Cardiff City, 0.
Huddersfield T., 1; Aston Villa, 0.
Manchester C., 1; Chelsea, 0.
Notts C., 0; Sheffield U., 2.
Sunderland, 3; Middlesbrough, 2.
Tottenham H., 1; Liverpool, 1.
West Brom A., 0; West Ham U., 0.

SCOTTISH LEAGUE.
Morton, 2; Airdrieonians, 1.
Queen's Park, 1; Aberdeen, 0.
Raith Rovers, 4; Kilmarnock, 1.
Rangers, 2; Hibernians, 1.
St. Mirren, 1; Partick T., 2.
Colt, 3; Ayr United, 0.
Clydebank, 0; Motherwell, 2.
Dundee, 3; Clyde, 1.
Hamilton A., 2; Third Lanark, 0.
Hearts, 3; Falkirk, 1.

CHESS.

New York, April 4th.
The positions of the leaders at the end of the thirteenth round of the International Chess Tournament were: Best, 7 wins, 3 losses and 2 draws: Doctor Lasker, 5, 0 and 3; Capablanca, 4, 1 and 7. Doctor Lasker has two game adjourned.
New York, April 5th.
In the thirteenth round, Bogoljubow resigned his adjourned game to Doctor Lasker. In the fourteenth round Bogoljubow beat Edward Lasker. Tartakower beat Marshall, and Capablanca defeated Doctor Lasker. The latter resigning after fifty moves. Alekhine and Maroczy drew.

SHIPBUILDING LOCKOUT.

BOILERMAKERS UNAFFECTED.

London, April 6th.
The lockout notices mentioned in a cable dated April 1st, as having been posted by the Shipbuilding Employers' Federation, take effect on April 10th in respect of members of unions whose Southampton members have not returned to work by April 6th. The Federation statement says that this limitation will enable the executive representatives of the various unions to employ a full week-end in bringing their Southampton members into line with what all executives recognise to be the proper procedure. The Boiler-makers' Society whose Southampton members have not struck are not involved in the lockout but fifteen other unions are affected.

MEN'S LEADERS HOPE FOR EARLY SETTLEMENT.

LATER.
The shipbuilding labour dispute has assumed a brighter aspect. The Employers' Federation states that a conference of the executives' representatives and the Southampton local committee have arrived at a basis of arrangement which has been recommended to a mass meeting on April 7th (to-day), when it is hoped it will be accepted. It is understood that both sides are hopeful of a settlement early in the coming week. The engineers did not participate in the conference.

BRITISH WORLD FLIGHT.

TEN DAYS' DELAY THROUGH FAULTY CASTING.

Corfu, April 5th.
On account of a defective casting, Squadron Leader MacLaren has had to send for a new engine from England. The resumption of the flight is consequently delayed for ten days.

EARLIER CABLES.

Corfu, April 4th.
A messenger with a new reduction gear for Squadron Leader MacLaren's machine has arrived. It is expected that MacLaren will proceed, flying to Athens on Saturday.

When MacLaren was forced to land at Corfu, some Americans were the first to come to the airman's aid with a tent, blankets and food-stuffs sent by Colonel Stephen Lowe, director of the American Near East Relief Orphanage at Corfu.

LATEST CABLES.

PLAGUE AT LAHORE.

LAHORE, April 5th.
The plague epidemic is the severest since 1918. The mortality during March is estimated at twenty-five thousand. The epidemic is expected to last another six weeks. The Government are supplying additional medical relief. The Punjab University examinations have been postponed for a month.

LABOUR UNREST AT CAWNPORE.

CAWNPORE, April 5th.
Serious trouble broke out at the cotton mills in connection with the workers' wages bonus. Mill hands indulged in stone-throwing and general rowdiness, and the police fired on them. Three people were killed, and thirty-four wounded.

PROTECTING THE MARK.

BERLIN, April 4th.
The Government has at length taken steps to check the exodus of Germans who, since marks were stabilized, have been living in luxury in foreign health resorts. A decree has been signed by President Ebert which states that only two hundred gold marks may be taken out of the country, and every German traveller must pay a tax of five hundred gold marks except in the case of traders.

EARLIER CABLES.

TAXATION OF GERMAN TRAVELLERS.

BERLIN, April 4th.
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WHAT INDIA REQUIRES.

CHAIRMAN OF REUTER'S INTERVIEWED.
BOMBAY, April 5th.
Passengers by the *Naldra*, which sailed yesterday included Sir Roderick Jones, Chairman of Reuters, who is returning to England after completing a seven months' tour of the United States, Canada, the Far East and India.

He has been travelling in India for the past six weeks, during which time he was the guest of the Viceroy at the Vice Regal Lodge, Delhi, for a fortnight. Sir Roderick declined to be interviewed on the Indian situation, saying it was far too complex and delicate for the opinion of a casual traveller to be worth anything. He, however, endorsed the statement recently made by Sir Mohamed Shafi, a member of the Viceroy's Council, that what was most required in India at the present time were, on the one side patience, and, on the other sympathy and imagination.

H.R.H. ON TOUR AGAIN.

TO VISIT SOUTH AFRICA FROM MAY TO AUGUST.
An official announcement of the Prince of Wales' tour in South Africa states that His Royal Highness will leave Southampton on May 2nd aboard the *Aurand Castle*, arriving at Cape Town on May 19th. He will spend three weeks in the Cape Province, and will then visit the Orange Free State, Basutoland, Natal, Swaziland, Rhodesia and Bechuanaland, sailing for home from Cape Town on August 1st.

FRENCH GOVERNMENT.

A SUCCESSFUL "TEST VOTE."

Paris, April 4th.
Voting as a question of confidence in the Government, the Chamber rejected a Radical amendment to the Pensions Bill by 227 to 201. It was a test vote on the same issue which caused the defeat of the late Government on March 26th. The present majority affords a true reflex of the Government's position, and last night's vote on the Ruhr policy, for which M. Poincare has invariably secured a thumping majority.

LOSS OF THE "FRANGESTAN".

VIVID DESCRIPTION OF THE BURNING SHIP.

PORT SAID, April 4th.
Sir Derrick Watson, Bart., a passenger on the *s.s. Frangestan*, interviewed by Reuters gave a thrilling narrative of what occurred when fire broke out on the ship.

He said that when the wireless operator woke him up with the alarm of fire, he regarded it as a joke and a retaliation for many he had played the previous day; but he rose and found the passengers mustered on the deck watching smoke rising from the ventilators. Even then he did not think the matter serious, but later the smoke increased and it became obvious that it could not be controlled. When the flames spread, an aged pilgrim offered his small vessel of holy water, confident it could quell the furnace. Meanwhile the *Frangestan* was communicating with wireless with some forty-seven ships. When the *s.s. Chin Muelier* arrived, the European passengers were first transferred, then the pilgrims and their baggage. Night fell before the transfer was completed. The smoke was then rising in heavy clouds. An Indian ship, standing by, turned its searchlights on the *Frangestan*, and disclosed an eerie spectacle of a smoking ship surrounded by swarms of hungry sharks, led by a pilot fish. The crew remained aboard, and the wireless operator, despite the oppressive heat and smoke, stuck to his cabin until just before the captain ordered the crew to abandon the ship. The flames spread from forward, devouring the first saloon and then the lounge under the bridge, on which the captain was standing at his post. The ship listed heavily, settling by the head. So intense was the heat that the steel plates fell off the sides, leaving a skeleton silhouette against a blazing furnace.

The *s.s. Frangestan's* lights were sighted at ten in the evening. It was by then impossible for the captain to remain. As he departed he paused on the gangway to light a cigar, and simultaneously the gangway caught fire. The proceedings throughout were very orderly. None of the passengers' effects were lost, and all are little the worse for the experience. (The *s.s. Frangestan* is owned by Mr. H. M. H. Nemaaz of Hongkong and was commanded by Capt. W. J. Reynolds, formerly of Hongkong.)

JAPANESE STEAMER IN DANGER.

HEAVY LIST OWING TO SHIFTING CARGO.
SYDNEY, April 4th.
The Japanese steamer *Hanabusa Maru* from Melbourne bound for Sydney, has wirelessed that she urgently requires assistance, saying the vessel has heeled over too much and is in a dangerous condition. Several steamers are going to her assistance, and a tug has been sent from Sydney. The vessel is making little headway. The captain does not wish to leave the ship, and the British warship *Danube* is standing by.

MELBOURNE, April 4th.
The *Hanabusa Maru's* cargo of zinc shifted, owing to heavy seas.

The warship *Danube* is towing the *Hanabusa Maru* to Jarvis Bay. She was fighting desperately in terrific seas late last night.

LABOUR MEMBER'S CRITICISM OF THE GOVERNMENT.

LOSANOS, April 4th.
In the House of Commons, Mr. Clynes called doubts regarding a Government way out of the *unemployment* in which it has found itself as regards the Evictions Bill. He stated the Government had proposed to submit amendments to Clause One in committee, providing that, before the Court makes an order for possession in case of non-payment of rent it shall first satisfy itself that the tenant had a reasonable opportunity of obtaining relief from the local poor law authorities. He was advised that such an amendment would be within the scope of the present Bill, and did not require a money resolution, therefore the Government proposed to take the Bill at the first business on Monday.

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FAR EASTERN CABLE NEWS.

[From Our Own Correspondent.]

SHANGHAI SHOOTING AFFRAY.

THREE SUSPECTS IN CUSTODY.

SHANGHAI, April 6th.
Constable Bennett was shot and seriously wounded in the head, a Chinese shopkeeper was killed and two other people seriously injured by a gang of armed robbers in the Western district last night. Three suspects have been arrested and more arrests are expected.

PHILIPPINE INDEPENDENCE.

DEPUTATION LEAVES TO PRESENT PLEA IN U.S.

MANILA, April 6th.
Senator Quezon, Senator Osmeña, and four others have left for the United States on the *s.s. President Jackson* today to present a plea for independence to Congress and President Coolidge.

ATHLETIC BANK ROBBER.

EXCITING CHASE THROUGH STREETS OF SHANGHAI.

SHANGHAI, April 5th.
An exciting chase through the premises of the Hongkong and Shanghai Bank early yesterday morning resulted in the capture of a Chinese burglar who had obtained entry by cutting out a pane of glass. Watchmen immediately discovered the intruder. The latter fled, and by jumping through the glass door, eventually plunged through a window and escaped into the street where, after a short chase, he was captured by the police.

SUSPECTED EX-OFFICIAL AT TSINGTAO.

TSINGTAO, April 5th.
The ex-Director of General Affairs was stopped at the station while attempting to leave. He has failed to deliver financial records, and is being held responsible for the disappearance of several millions of Taels during his tenure of office.

PRINCE HAGASHI KUN.

GREAT MILITARY PARADE HELD AT BUCHAREST.

BUCHAREST, April 4th.
Prince Naruhiko Hagashi Kun, after placing a wreath on the tomb of the Unknown Soldier yesterday, spoke eulogizing the bravery of the Rumanian army. A great military parade was held today in his honour, and was attended by the royal family.

SINO-RUSSIAN NEGOTIATIONS.

CHINESE SUGGESTIONS INACCEPTABLE.

PEKING, April 6th.
M. Karakhan has received a reply from Moscow regarding Dr. Wellington Koo's note of April 1st. It is understood that it amounts to a refusal to accept the Chinese suggestions. M. Karakhan has not yet communicated the contents of the Note to the Waichiao, and there is reason to believe that further communications are passing between M. Karakhan and Moscow. In the meantime, it is reported that M. Karakhan will visit Canton prior to returning to Moscow, if the negotiations finally terminate; but it seems likely that further efforts will be made before he acknowledges complete failure.

MALAYA'S NEW G.O.C.

The War Office announces the appointment of Major-General Sir T. Fraser as General Officer Commanding Troops in Malaya.

WARSHIPS IN COLLISION.

TOKYO, April 4th.
The damage to the warship *Yagato*, which at the time of collision was engaged in towing the *Mutsu*, is understood to be very slight, but the details are not at present available.

ANGLO-AMERICAN POLICIES IN FAR EAST.

SHANGHAI AMERICAN CHAMBER OF COMMERCE REPORT.

SHANGHAI, April 4th.
At the annual meeting of the American Chamber of Commerce, held last evening, the Report dealt comprehensively with various subjects of American commerce in China.

ON THE SUBJECT OF ANGLO-AMERICAN RELATIONS IN CHINA.

The Report says that the Washington Conference had demonstrated that the United States and Great Britain stand on practically the same ground from (Continued on next column.)

LATEST CABLES.

DUTCH BANK'S LOAN TO GOVERNMENT.

AMSTERDAM, April 4th.
The *Handelsbank* understands that a bankers' syndicate in Holland has offered the Government a loan of six million guilders at six per cent. interest.

LATEST CABLES.

U.S. FREIGHT RATES.

NEW YORK, April 4th.
The American Continental steamship freight conference confirms that rates will be advanced from 15 to 25 per cent. on May 1st.

the standpoint of their policies in the Far East. If these Governments are in agreement, the same spirit should be carried out by the private citizens of both countries in China. A full and frank spirit of co-operation on the part of Americans and Britons was certain to be productive of good to all concerned in a country where active constructive leadership is greatly needed.

Touching China's political situation, the Report says that while all are agreed in principle to the political and administrative integrity of China and that the country should be given the fullest opportunity for self-development, the fact remains that 90 per cent. of the people are illiterate, and therefore, China could not expect to occupy a position in world affairs until her standard of civilisation has reached a higher level. Meanwhile, the country required the friendly assistance of outside nations; otherwise, she would become a menace to the world generally. The solution of the problems facing the Chinese people rested in the hands of the educated and business classes, and a lasting improvement could not be achieved until these classes took a firm hand in the administration of the country.

SINO-RUSSIAN NEGOTIATIONS.

WAICHAOUP'S DENIAL OF FRENCH INTERFERENCE.

RUSSIAN MISSION PUBLISHES FRENCH NOTE.

PEKING, March 4th.
In prefacing the publication of the Note from H.E. M. Fleuriat, French Ambassador to Peking, to the Waichiao regarding the Russian Concession at Hankow (the first report of which appeared in the *Far Eastern Times*), the *Reda* says, in connection with the official denial by the Waichiao regarding the French Note of March 20th to the Soviet Mission, that the French-Legation communicated the Note to Mr. Karakhan through the French Military Attaché. The Mission fully appreciates M. Fleuriat's personal courtesy, but holds a different opinion regarding this step of the French Legation. There is no doubt that France, having sent a second Note regarding Russo-Chinese relations, endeavours practically to obstruct a rapprochement between Russia and China.

The French Minister's Note says: "I feel it my duty to invite the attention of the Chinese Government to the status of the Russian Concession at Hankow. The territory in this Concession was originally part of the territory which the Chinese authorities in 1894 promised to France, but by virtue of an agreement between China, France and Russia in 1895 it was divided between the French and Russian Concessions."

"According to general usage, the agreements thus entered upon cannot be modified without the consent of all the parties concerned. As early as October 8th, 1920, the French Consul, on the strength of instructions received by his Legation, drew the attention of the Commissioner for Foreign Affairs to the matter, who probably communicated same to the Waichiao. The position of the Hankow Concession at Hankow cannot be changed without the consent of the French Government. Therefore, beforehand I make reservations regarding all stipulations affecting the territories of the Russian Concession at Hankow which could take place between China and Russia without the French Government being consulted."

The Waichiao's denial was given on the morning of April 2nd, and the *Far Eastern Times* carries to-day a statement by the Secretary of the Waichiao to the effect that M. Fleuriat personally handed the above Note to the Vice-Minister for Foreign Affairs on the evening of April 2nd.

The *Far Eastern Times* comments cautiously that the Governmental institutions are issuing blank denials without being aware of the true facts.

MACAO NOTES.

[FROM OUR CORRESPONDENT.]

COMMEMORATION OF THE BATTLE OF LYE.
On the 6th of April Macao will commemorate the anniversary of the Battle of Lye which took place during the Great War. In this famous battle the Portuguese forces, at enormous sacrifice, held back the advancing Germans till the British and the French brought up reinforcements. The casualties of the Portuguese were very great, but they withstood all the onslaughts of the enemy. The battle is commemorated because it was the occasion of many deaths of heroes on the part of the Portuguese soldiers. H.E. the Governor has invited all the residents to attend a parade in the morning, and a service in the evening.

ATHLETICS.

The Boys' Own Athletic Club of Hongkong, is sending a team of athletes to Macao during the Easter holidays to participate in a meeting organized at their request. At the Club de Macao a special dance is being arranged for Saturday, 13th inst., in honour of the visitors. A billiard contest will also be arranged if the time will permit.

THE FISHING INDUSTRY.

A shortage of fish is still being experienced. The cause can probably be traced to the use of nets of exceptionally small mesh. The result of the use of these nets is, first, to raise the larger fish to some regions abounding in small fish; and, secondly, by the catching of small fry they prevent the development of the species. The Chinese authorities should take steps to persuade the fishers that it would be to their advantage to conserve the small fry. The fishing industry is one of great importance to Macao.

OBITUARY.

An old public servant, has passed away in the person of Capt. Ramiro da Rosa. He is well over seventy years of age. Capt. da Rosa is survived by two sons, two daughters and several grandchildren.

MONDAY and TUESDAY,
7th and 8th APRIL.

POLA NEGRI'S

GREATEST SUCCESS

MAD LOVE

"This super-production will live forever
in the memory of our patrons."

5.15 p.m. and 9.15 p.m.

WORLD THEATRE

CAMMELL LAIRD & Co., Ltd.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Etc.
Birkenhead, Sheffield, Nottingham, Birmingham,
Leeds, Penistone and London.

PASSENGER, CARGO & WAR SHIPS.
MARINE ENGINES & BOILERS

CRANK SHAFTS, BOILER PLATES, SHAFTEING.
13, PEKING ROAD, SHANGHAI.

1869—Local Institution.

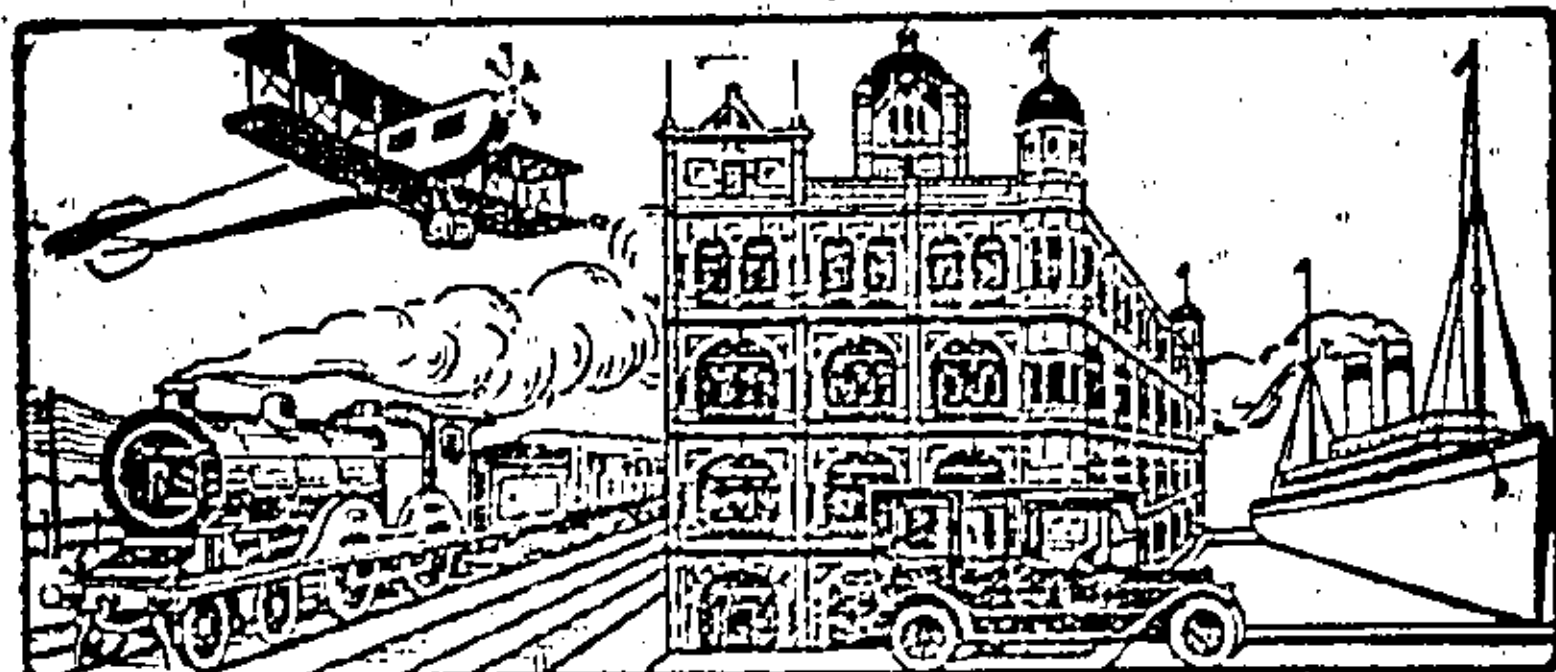
1923—An International Force.

BORN a little over fifty years ago with total resources of \$799,163, this Bank has to-day—through sound business principles, enterprise and service—a history of phenomenal growth to its credit, and resources of over 538 Million Dollars.

With 557 branches in Canada and Newfoundland and over 100 in Cuba, the West Indies, Central and South America, in addition to London, Paris, New York and Barcelona, complete banking facilities are placed at your disposal.

THE ROYAL BANK OF CANADA

"Ask us about Canada."



FIRST QUALITY

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SECOND THOUGHTS.

An ancient slander gives to woman the privilege of changing her mind. This we cite only to denounce it, for it must be admitted by every impartial student of human nature that the specific weakness of the female mind (if it has a weakness) is its stubborn reluctance to change a purpose on an opinion. Consider the case of Lady Macbeth. It was not she, but her lord, who was in firm of purpose. This introduction is necessary to a just consideration of the achievement of Mrs. Emma Ware, of Philadelphia. The superficial will find in it matter for a sneer. A clear insight discovers that it is a memorable example of the triumph of pure reason over habit and prejudice. Only by women are such victories won. Mrs. Ware was serving on a jury in a district court. Four people had been slain at a level crossing, and their heirs sued the railway company for damages. The jury found the case difficult, and late at night, after argument had been acrimonious for many hours, Mrs. Ware signed, with the other eleven, a verdict for the railway company. The proceedings have something strange about them to the English mind, for the heirs of the four dead claimed only £35, which seems a curiously small sum. Mrs. Ware, however, agreed to give them nothing and went home to bed. She slept—or did not sleep—on her verdict and reported. Other jurors, we fancy, have had their doubts about a verdict after it has been given. But most of them are content to hold their tongues and rest in the faith that second thoughts are not always best. Mrs. Ware was not. She went down to the court in the morning, and before the Judge broke the seals of the verdict she declared that it was wrong, for after a night of reflection she knew she should not have signed it. The Judge, who must receive our sympathy, had some difficulty in knowing what to do next. He arrived at the very masculine conclusion that he would accept the verdict, but allow a motion to set it aside. What Mrs. Ware said to that we do not know. It might even be more interesting to know what the other jurors said to Mrs. Ware. But, more important than all these things, is the great precedent. We do not advise all who serve on juries to think their verdicts over after they have left the court and reverse them in public. Such action is not likely to be popular, and should only be attempted by strong and righteous souls. But to them Mrs. Emma Ware has pointed the way. Some of us always believed that the calling of women jurors would make jury service far more serious and more conscientious. Now we see that it has done so indeed.—Daily Telegraph.

EX-WIFE'S CLAIM FOR £8,600,000.

Another legal dispute between Mr. Frank J. Gould and his divorced wife, Edith Kelly, the dancer, will shortly come before the First Chamber of the Civil Tribunal of Versailles on Edith Kelly's petition for a division of her former husband's property. Her claim, amounting to 800,000,000 francs (about £8,600,000 at the present rate of exchange), is based on the contention that as no definite marriage contract was entered into with Mr. Gould she is now entitled to an equal share of his property in France, a well-known French law providing that where no marriage contract is made property rights are equally divided between husband and wife. Mr. Gould's legal advisers contend that neither he nor Edith Kelly is subject to French jurisdiction in this matter, because the marriage took place in England and both are American citizens. The Court will not have to go into details concerning the property in dispute, but will confine itself to answering two questions: (1) Whether the French law applies to this marriage, and (2) under what régime did the marriage take place. This case is an addition to a series of actions which began when Edith Kelly contested in New York the validity of the divorce granted at Versailles nearly three years ago. She recently lost an action in which her former husband contested her right to use his name in connection with her appearances on the stage. The French Court prohibiting her use of the name of Gould under liability to a penalty of 500 francs for each violation of the ruling.

REVIVAL OF THE CORSET.

American "flappers" are grieving to-day because of a pronouncement by the Corset Manufacturers' Association of the United States indicating a revival of "stays." Too long, it is declared, the flappers have been rejoicing and the stout lamenting, and arrangements are being made for an elaborate advertising campaign to enforce the decision of the corset manufacturers. Corsets will be general this year, they declare, but they will be light and airy, of silk or satin, comfortable, easy to handle, and pleasing to the eye. The old body-wrenching, whalebone contrivances, with a special arrangement for attachment to the nearest bedpost, are relegated to the limbo of forgotten things. The corset manufacturers will not win without a fight. Modern young men, it is declared, dislike to dance with corseted maidens, and arrangements have been made by which a fair one can, in some New York hotels, "check" her "broadside" just like a hat or coat.

SEE FAINTED.

The class listened with breathless interest to the teacher's account of her encounter with a tramp.

With dramatic gesture she reached the climax of her story, and then concluded by saying: "And then I fainted."

Little Bobbie gazed with awe and admiration at his teacher, and was the first to break the silence.

"With yer left or with yer right, miss?"

Everyone now looks to England for the type which is called gentleman.—Senior Don Merry del Val.

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BEGGED AT SON'S WEDDING.

QUICK CHANGE FROM SILK HAT TO RAGS.

A Pole's novel expedient to "make capital" out of his son's wedding was narrated at Thames Police Court.

A man named Turkita was charged with begging, and his history was described by an alien's inquiry officer.

Turkita, he said, attended his son's wedding dressed in a silk hat and fashionable clothes.

Before the ceremony was over, he hurried home, changed into rags, and returning to the synagogue, begged from the guests as they left the building.

When twice previously convicted for begging, Turkita had in his possession £218 and £130 respectively, the officer added.

The magistrate sentenced Turkita to six weeks' hard labour and recommended him for deportation.



Baby loves the Glaxo Feeder

Next in importance to Baby's food is Baby's feeder, and the Glaxo Feeder is designed to lighten work and to help Baby get the utmost benefit from his food.

The Glaxo Feeder can be held in the hand for 20 minutes without fatigue, and its graduated measure, ensuring that Baby has the correct amount of food, does much to prevent the disorders that arise from over-feeding. The valve automatically adjusts the intake of air to the strength of Baby's sucking. Baby loves it!

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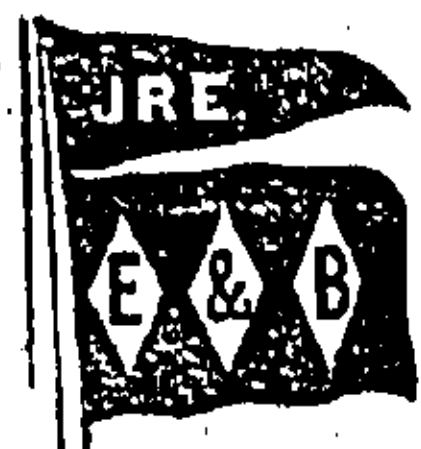
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"CITY OF CAIRO" 17th April ... Mars, L'don, R'dam, & Hamburg.

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 S.S. "KNARESBRO" ... 21st Apr.
 S.S. "KEELUNG" ... 11th May.
 S.S. "CITY OF ORAN" ... 11th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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Mail Steamers.	Next Sailings from Hongkong.	Pro. Arr. at Hongkong and Sailings from Shanghai and Japan.	Probable Sailings from Hongkong to Marseilles.
ANAZONE	13th April
ANGKOR	27th April
CHAMBER	11th May
PAUL LECAT	15th May
ANDRE LEBON	25th May
AMEOISE	8th June

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 "COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due to arrive about the end of April.

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S.S.	Tons	From Hongkong (about)	Destination
"LAHORE"	5,252	13th April	Singapore & Bombay.
"NELORE"	5,563	17th April	Mars, L'don, A'warp & R'dam.
"CHINA"	7,952	19th April	Marsellies, London & Antwerp.
"SUJUAN"	6,696	24th April	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marsellies, London & Antwerp.
"MIZAPORE"	6,715	8th May	S'pore, Colombo & B'way.
"PLASSY"	7,425	17th May	Mars, London & Antwerp.
"KASHMIR"	8,953	24th May	do.
"SCILIA"	8,097	25th May	S'pore, Penang, Colombo & B'way.
"REIVA"	8,097	31st May	Mars, London & Antwerp.
"KASHGAB"	8,840	14th June	Mars, London & Antwerp.
"SOUDAN"	6,896	23rd June	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	23rd June	Mars, L'don, A'warp & R'dam.
"KARMALA"	9,098	12th July	do.
"SCILIA"	8,813	22nd July	S'pore, Penang, Colombo & B'way.
"MALWA"	10,911	28th July	Mars, L'don, A'warp & R'dam.
"DEVANHA"	8,098	3rd Aug.	do.
"MANTUA"	10,911	23rd Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KASHMIR-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,953	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"KASHGAB"	8,840	1st Nov.	Mars, L'don, A'warp & R'dam.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"FORLINA"	5,200	6th April	Singapore, Penang, Colombo & B'way.
"TALMA"	10,000	13th April	do.
"JAFAR"	8,013	24th April	do.
"TARADA"	8,953	6th May	do.
"TARADA"	8,949	25th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	30th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,700	28th May	do.
"ARAFURA"	8,113	2nd July	do.

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 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"GOGRA"	5,131	7th Apr.	Moji & Kobe.
"TANDA"	5,131	13th Apr.	do.
"PLASSY"	7,425	14th Apr.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,919	5th May	do.
"SCILIA"	8,813	13th May	Shanghai.
"KASHGAB"	8,840	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,200	16th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	8,098	12th June	Moji & Kobe.
"KARMALA"	9,098	12th June	Shanghai.
"MALWA"	10,911	27th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SCILIA"	8,813	10th July	Shanghai.
"DEVANHA"	8,098	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,911	23rd July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	6th Aug.	Shanghai, Moji & Kobe.
"KASHMIR-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,953	5th Sept.	do.
"ARAFURA"	8,098	8th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAB"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.

All dates are approximate and subject to alteration without notice.

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* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Malra in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

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Top Floor King's Building.

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CHINA NAVIGATION CO., LIMITED.

Ports	Steamers	Date of Departure
HONGKONG & BANGKOK	"TEANY"	On 7th Apr. Noon.
SHANGHAI, CHEFOO & NEWCHANG	"WUHU"	On 8th Apr. D.L.
SHANGHAI	"SINKIANG"	On 8th Apr. D.L.
HONGKONG, PAKHOI & HAIPHONG	"YUNNAN"	On 8th Apr. 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 8th Apr. 2 p.m.
SHANGHAI	"TIENSIN"	On 9th Apr. D.L.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 9th Apr. 2 p.m.
SHANGHAI	"LINAN"	On 10th Apr. D.L.
HONGKONG & SINGAPORE	"CHINESEA"	On 10th Apr. 10 a.m.
SWATOW & SHANGHAI	"NINGPO"	On 10th Apr. 10 a.m.
SHANGHAI	"ICHANG"	On 11th Apr. D.L.
SHANGHAI	"CHANGHONG"	On 12th Apr. D.L.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 12th Apr. 4 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 13th Apr. D.L.
SWATOW & SHANGHAI	"SUNNING"	On 13th Apr. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	In Port.	8th April

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NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "AUSSA"	...	Sails about 1st May.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 3rd May.
S.S. "SILVIO PELLICO"	...	Sails about 1st June.
S.S. "NIPPON"	...	Sails about 3rd June.
S.S. "ROSANDRA"	...	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	...	Sails about 7th April.
S.S. "NUMIDIA"	...	Sails about 3rd May.
S.S. "FIUME"	...	Sails about 8th May.
S.S. "AUSSA"	...	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 7th June.
S.S. "SILVIO PELLICO"	...	Sails about 4th July.
S.S. "NIPPON"	...	Sails about 8th July.
S.S. "ROSANDRA"	...	Sails about 7th August.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES
 FROM HONGKONG BY DIRECT ROUTE

U.S.S.B. "West Ivan"	...	Due Hongkong 10th Apr.
U.S.S.B. "West Esquima"	...	Leave Hongkong 12th Apr.
U.S.S.B. "West Esquima"	...	Due Hongkong 28th Apr.
U.S.S.B. "West Esquima"	...	Leave Hongkong 28th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
 THROUGH BILLS OF LADING ISSUED TO U.S.
 AND CANADIAN OVERLAND POINTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "West Prospect" ... Due Hongkong 11th Apr.

U.S.S.B. "West Prospect" ... Leave Hongkong 13th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR BATAVIA, SEMARANG AND SOERABAYA.

U.S.S.B. "West Faron" ... Due Hongkong 25th Apr.

U.S.S.B. "West Faron" ... Leave Hongkong 26th Apr.

For Full Information, APPLY TO

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L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA STRAITS & JAV.

1st Floor, Queen's Building.

Phone No. Central 3008.

G. P. TRADFORD.

No. Agent.

POST OFFICE NOTICE.

INWARD MAILS.

	FROM	PER	DOE
STRAITS	...	Goyra	7th April
SHANGHAI	...	Hongkong Maru	8th April
MANILA	...	Pres. Jackson	8th April
CELEBES	...	Atsuta Maru	8th April
MAINSU	...	Pres. Lincoln	8th April
AUSTRALIA AND MARSHALS	...	Aki Maru	10th April
CANADA, U.S.A., JAPAN & SHANGHAI	...	Emp. of Australia	10th April
U.S.A., CANADA, JAPAN AND SHANGHAI	...	Pres. Jefferson	11th April
JAPAN AND SHANGHAI	...	Pres. Garfield	14th April

OUTWARD MAILS.

For	Per	DATE	
Haiphong	Song Bo	Monday, 7th.	9.30 A.M.
Holhow and Bangkok	Tean		10.30 A.M.
Straits & Suez	Teana	"	2.30 P.M.
Sydney	Hydrangea	"	3.30 P.M.
Holhow, Paklo and Haiphong	Yunnan	Tuesday, 8th.	8.30 A.M.
Canton, Japan, *Australia, *U.S.A., *Canada, *Central & *South America, & *EUROPE via SAN FRANCISCO & *EUROPE via SAN FRANCISCO, 4th May.	*Korea Maru	Registration Letters	9.45 A.M. 10.30 A.M.
—due San Francisco, 4th May.	Hanyang		10.30 A.M.
*Swatow and Bangkok	Akita Maru		10.30 A.M.
*Shanghai & Japan	Hai Hong		Noon
*Swatow, Amoy & Foochow	Kwang Tung		1.00 P.M.
*Swatow and Bangkok	Chumbei		2.30 P.M.
Shanghai and Japan	Philadelphos		5.00 P.M.
Japan, *Canada, *U.S.A., *Central & *South America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 29th Apr.	Walshing		5.00 P.M.
Swatow		Wednesday, 9th.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & *EUROPE via Marseilles—due Marseilles, 10th May.	Havanna Maru	Registration Letters	8.45 A.M. 9.30 A.M.
Shanghai, Japan, Hongkong, *U.S.A., *Canada, *Central & *South America & *EUROPE via San Francisco—due San Francisco 2nd May	Pres. Lincoln	Parcels	Noon
Swatow		Registration Letters	3.45 P.M. 4.30 P.M.
Shanghai	Kiangchow		1.00 P.M.
*Swatow, Amoy and Formosa	Sumatra		2.30 P.M.
	Akita Maru		5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central & South America, and *EUROPE via VICTORIA, B.C.—due Victoria, B.C., 29th April, & Europe via Siberia (Correspondence specially superscribed "via Siberia" only.)	Pres. Jackson	Parcels, 9th, Thursday, 10th, Registration Letters	5.00 P.M. 8.00 A.M. 8.30 A.M.
Holhow	Chinhwa		8.00 A.M.
Swatow	Fooshing		5.00 P.M.
Japan	Aki Maru	Friday, 11th,	
*Swatow, Amoy and Foochow	Haifoong	Noon	9.30 A.M.
Manila	Suisang	Saturday, 12th,	10.00 A.M.
Selangor, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 14th May.	Amazon	Registration Letters	4.15 P.M. 5.00 P.M.
—Ship sails on Sunday, 13th inst. at 4 p.m.	Pres. Jefferson	Sunday, 13th,	9.00 A.M.
Manila	Iyo Maru	Thursday, 17th,	9.30 A.M.
Shanghai and Japan	Yoshino Maru	Friday, 18th, Registration Letters	8.45 A.M. 9.30 A.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 29th April.		Parcels, 17th, Saturday, 18th, Registration Letters	5.00 P.M. 9.45 A.M. 10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via MARSEILLES—due Marseilles, 18th May	China		10.30 A.M.
Shanghai and Japan	Kashima Maru	Tuesday, 22nd	10.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

TROIUS	... 7TH APR.	London, Hull, Rotterdam & Hamburg
CELAEGUS	... 14TH APR.	London, Rotterdam & Hamburg
SARPEDON	... 22ND APR.	Marseilles, London & Rotterdam
MACHAON	... 29TH APR.	London, Rotterdam & Antwerp

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

ALCINOUS	...20TH APR.	Genoa, Marseilles, Liverpool & Glasgow
TEUCER	... 1ST MAY	Marseilles, Havre, Liverpool & Glasgow
RHESUS	...20TH MAY	Genoa, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

PHILOCTETES... 9TH APR. } Victoria, Seattle & Vancouver
 TYNDAREUS ... 6TH MAY }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

ATREUS	...11TH APR.	via Suez and Boston
KEEMUN	... 1ST MAY	via Suez and Boston
OANFA	...21ST MAY	via Suez and Boston

PASSENGER SERVICE

PATROCLUS ...15TH APR. for Shanghai.
SARPEDON ...22ND APR. for Singapore, Marseilles & London
PATROCLUS ...19TH MAY for Singapore, Marseilles & London
MENTOR ...16TH JUNE for Singapore & London
ANCHISES ...14TH JULY for Singapore, Marseilles & London
SARPEDON ...13TH SEPT. for Singapore, Marseilles & London

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AGENTS.

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comes from Virginia and
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'Three Castles'"

This advertisement is issued by the British-American Tobacco Co. (China) Ltd

100

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Authorized Capital	23,000,000
Subscribed Capital	21,800,000
Paid-up Capital	21,050,000
Reserve Fund	21,250,000

BANKERS:

THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:
Penang, Ceylon, Kuala Lumpur, Bangkok

Bangkok	Galle	Madras	Shanghai
Batavia	Hongkong	New York	Simsa
Bombay	Howrah	Penang	Singapore
Calcutta	Kandy	Port Louis	Sourabaya
Colombo	Karachi		
Delhi	Kota Bharu	(Mauritius)	

HONGKONG BRANCH:
Description of Banking and Exchange

business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

Manager.

Hongkong, February 11th, 1924. [3]

BANQUE DE L'INDO-CHINE,
PARIS " " "

Head Office: 85, Boulevard Haussmann
Paris.
Subscribed Capital...Fr. 72,000,000.
Paid-up Capital.....Fr. 68,400,000.

Reise- und Frachtkosten 52,657,883.1

	BRANCHES.	
Bangkok	Hongkong	Saigon
Battambang	Mengtee	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Hainan	Peking	Tourane

Bankow	Phnom Penh	Yunnanfa
Hanoi	Pondicherry	

BANQUES
EN FRANCE: Comptoir National d'
 comptes de Paris; Crédit Lyonnais
 Banque de Paris et des Pays-Bas
 Crédit Industriel et Commercial

SOCIÉTÉ GÉNÉRALE
DE LONDRE: The National Provident

and Union Bank of England, L.
Comptoir National d'Escompte
Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and
French-American Banking Corp.
Harris, Gurnsey & Co., Inc.

Work, released on Grand Jury

Interest allowed on Current and Fixed Deposits according to Bank Rate.
Every Description of Banking and Exchange Business Transacted.
A. LECOT,
Manager.

Hongkong, 20th March, 1924.

Hongkong, 20th March, 1924.